

State Of California  
Business Transportation And Housing Agency  
Department Of Transportation  
Transportation Programming Program

Statutes Related To  
Programming And Funding  
Of Transportation Projects

JANUARY 1997

<http://www.dot.ca.gov/hq/TransPrg/Reports.htm>

# **PREFACE**

This January 1997 edition of the Statutes Book is a compilation of enacted legislation related to programming and funding of transportation projects. Relevant legislation enacted during the 1995-96 legislative session is included. Enacted bills become effective January 1, 1997. When a bill is an urgency statute, it becomes effective upon signing by the Governor.

Under the provisions of AB 116 (Speier), Chapter 970, no state or local agency is required to submit written reports to the Legislature or the Governor until October 1, 1999, with the following exceptions:

- Reports that are required either in whole or in part by a court, federal law, or regulation.
- Reports required in the Budget Act.
- Reports necessary for the preparation of the Budget Act or implementation of the Budget Act, as determined by the Department of Finance.
- Reports expressly required by the Legislature, notwithstanding other provisions of the bill.

In conjunction with the above requirements, AB 2458 (Figueroa), Chapter 818, states that any reports required by law, to be submitted to members of either house of the Legislature shall instead, be submitted to the Legislative Counsel, the Secretary of the Senate, and the Chief Clerk of the Assembly. No report is to be distributed to a member of the Legislature unless specifically requested by that member.

Government Code section 14055, which pertains to the provision of mass transit services to meet the special needs of elderly and disabled persons is also included in this document.

This edition of the Programming Statutes Book can be found on the Internet at this location: <http://www.dot.ca.gov/hq/TransPrg/Reports.htm> . Also the complete California Codes can be accessed on the Internet at the following location: <http://leginfo.public.ca.gov/calaw.html> .

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**GOVERNMENT CODE**  
**TITLE 2. GOVERNMENT OF THE STATE OF CALIFORNIA**  
DIVISION 1. GENERAL  
CHAPTER 12.48  
SEISMIC RETROFIT BOND ACT OF 1996  
Article 1. General Provisions

**Chapter Title And Adoption**

*Added: Proposition 192*

8879. (a) This chapter shall be known as the Seismic Retrofit Bond Act of 1996.

(b) This chapter shall only become operative upon adoption by the voters at the March 26, 1996, direct primary election.

**Legislative Findings And Declarations**

*Added: Proposition 192*

8879.1. (a) The Legislature finds and declares that the completion of seismic safety retrofit work is essential to the welfare and economy of the state.

(b) It is the intent of the Legislature to ensure that the work be completed as quickly as possible.

(c) In order to avoid delays in the completion of the work, it is necessary that certain statutes that would otherwise be applicable be temporarily suspended, as specified in Article 4 commencing with Section 8879.17.

*[sic] The legislature did not create Article 4. The section ends with Article 3.*

(d) The Department of Transportation shall report at the end of each calendar quarter to the Joint Legislative Budget Committee and the committees in each house of the Legislature that consider transportation issues regarding the department's progress toward completion of seismic safety retrofit projects.

**Definitions**

*Added: Proposition 192*

8879.2. As used in this chapter, the following terms have the following meanings:

(a) "Board" means any department receiving an allocation from the Department of Finance.

(b) "Committee" means the Seismic Retrofit Finance Committee created pursuant to Section 8879.7.

(c) "Fund" means the Seismic Retrofit Bond Fund of 1996 created pursuant to Section 8879.3.

(d) "State Highway Account" means the State Highway Account in the State Transportation Fund.

## Article 2. Seismic Retrofit Bond Fund And Program

### **Bond Proceeds Appropriated**

*Added: Proposition 192*

8879.3. The Seismic Retrofit Bond Fund of 1996 is hereby created in the State Treasury. The proceeds of bonds issued and sold pursuant to this chapter for the purposes specified in this chapter are hereby appropriated, without regard to fiscal years, to the Department of Finance for allocation in the following manner:

(a) (1) Two billion dollars (\$2,000,000,000) for the seismic retrofit of state-owned highways and bridges, including toll bridges, throughout the state. Funds allocated by the California Transportation Commission for this purpose shall be deposited in the 1996 Seismic Retrofit Account, which is hereby created in the fund, and, upon deposit, are continuously appropriated to the Department of Transportation. Funds may be used to match any available federal funds for transportation purposes or may be used without matching federal funds to reconstruct, replace, or retrofit state-owned highways and bridges, including toll bridges.

(2) Funds described in this subdivision shall be spent exclusively for the seismic retrofit of state-owned toll bridges in an amount equal to six hundred fifty million dollars (\$650,000,000).

(3) The funds in the 1996 Seismic Retrofit Account are available for borrowing only for cash-flow purposes of the State Highway Account, and the funds borrowed shall be repaid to the account within one year. In addition, the proceeds of the bonds sold shall be used to reimburse the State Highway Account and the Consolidated Toll Bridge Fund for Phase Two retrofit expenditures incurred in the 1994-95 and 1995-96 fiscal years.

(b) The California Transportation Commission shall notify, in writing, the Chair of the Joint Legislative Budget Committee and the chairs of the fiscal committees of both houses of the Legislature at the end of each month regarding any allocations of funds pursuant to subdivision (a).

### **Purpose Of Funds**

*Added: Proposition 192*

8879.4. (a) The Department of Transportation shall only use funds specified in Section 8879.3 for seismic retrofit of state-owned toll bridges and bridges in the second phase of the seismic retrofit process, as determined by the Department of Transportation, and, notwithstanding any other provision of law, shall not use any other state funds, including toll revenues or funds in the State Highway Account, for that purpose.

(b) The Director of Finance shall provide written notification to the Chair of the Joint Legislative Budget Committee of the date when the proceeds of the Retrofit Bond Act of 1996 have been fully expended for the purposes specified in subdivision (a).

(c) This section shall remain in effect only until the date specified in subdivision (b), and as of that date is repealed.

### Article 3. Fiscal Provisions

#### **Bond Authorization**

*Added: Proposition 192*

8879.5. Bonds in the total amount of two billion dollars (\$2,000,000,000), exclusive of refunding bonds, or so much thereof as is necessary, are hereby authorized to be issued and sold for carrying out the purposes expressed in this chapter and to reimburse the General Obligation Bond Expense Revolving Fund pursuant to Section 16724.5. All bonds herein authorized which have been duly sold and delivered as provided herein shall constitute valid and legally binding general obligations of the state, and the full faith and credit of the state is hereby pledged for the punctual payment of both principal and interest thereof.

#### **Bond Procedures**

*Added: Proposition 192*

8879.6. The bonds authorized by this chapter shall be prepared, executed, issued, sold, paid, and redeemed as provided in the State General Obligation Bond Law (Chapter 4 (commencing with Section 16720) of Part 3 of Division 4), except Section 16727, and all of the other provisions of that law as amended from time to time apply to the bonds and to this chapter and are hereby incorporated in this chapter as though set forth in full in this chapter.

#### **Seismic Retrofit Finance Committee**

*Added: Proposition 192*

8879.7. (a) Solely for the purpose of authorizing the issuance and sale, pursuant to the State General Obligation Bond Law, of the bonds authorized by this chapter, the Seismic Retrofit Finance Committee is hereby created. For the purposes of this chapter, the Seismic Retrofit Finance Committee is "the committee" as that term is used in the State General Obligation Bond Law. The committee consists of the Treasurer, the Controller, the Director of Finance, and the Secretary of the Business, Transportation and Housing Agency, or a designated representative of each of those officials. The Treasurer shall serve as the chairperson of the committee. A majority of the committee may act for the committee.

(b) The committee may adopt guidelines establishing requirements for administration of its financing programs to the extent necessary to protect the validity of, and tax exemption for, interest on the bonds. The guidelines shall not constitute rules, regulations, orders, or standards of general application.

(c) For the purposes of the State General Obligation Bond Law, any department receiving an allocation from the Department of Finance is designated to be the "board."

#### **Bonds Issued**

*Added: Proposition 192*

8879.8. Upon request of the board stating that funds are needed for earthquake relief purposes, the committee shall determine whether or not it is necessary or desirable to issue bonds authorized pursuant to this chapter in order to carry out the actions specified in Section 8879.3, and, if so, the amount of bonds to be issued and sold. Successive issues of bonds may be authorized and sold to carry out those

actions progressively, and be sold at any one time. Bonds may bear interest subject to federal income tax.

### **Additional Revenue Collected**

*Added: Proposition 192*

8879.9. There shall be collected annually, in the same manner and at the same time as other state revenue is collected, a sum of money in addition to the ordinary revenues of the state, sufficient to pay the principal of, and interest on, the bonds as provided herein, and all officers required by law to perform any duty in regard to the collections of state revenues shall collect that additional sum.

### **Additional Appropriation**

*Added: Proposition 192*

8879.10. Notwithstanding Section 13340, there is hereby appropriated from the General Fund in the State Treasury, for the purposes of this chapter, an amount that will equal the total of the following:

(a) The sum annually necessary to pay the principal of, and interest on, bonds issued and sold pursuant to this chapter, as the principal and interest become due and payable.

(b) The sum which is necessary to carry out Section 8879.12, appropriated without regard to fiscal years.

### **Pooled Money Investment Account**

*Added: Proposition 192*

8879.11. The board may request the Pooled Money Investment Board to make a loan from the Pooled Money Investment Account, in accordance with Section 16312, for purposes of this chapter. The amount of the request shall not exceed the amount of the unsold bonds which the committee has, by resolution, authorized to be sold for the purpose of this chapter, less any amount withdrawn pursuant to Section.

8879.12. The board shall execute any documents as required by the Pooled Money Investment Board to obtain and repay the loan. Any amount loaned shall be deposited in the fund to be allocated by the California Transportation Commission in accordance with this chapter.

### **Executive Order To Withdraw Funds**

*Added: Proposition 192*

8879.12. For the purpose of carrying out this chapter, the Director of Finance may, by executive order, authorize the withdrawal from the General Fund of any amount or amounts not to exceed the amount of the unsold bonds which the committee has, by resolution, authorized to be sold for the purpose of carrying out this chapter. Any amounts withdrawn shall be deposited in the Seismic Retrofit Bond Fund of 1996. Any money made available under this section shall be returned to the General Fund, plus the interest that the amounts would have earned in the Pooled Money Investment Account, from money received from the sale of bonds which would otherwise be deposited in that fund.

**Refunding Bonds**

*Amended: Statutes of 1996, Chapter 124 (AB 3417)*

8879.13. The bonds may be refunded in accordance with Article 6 (commencing with Section 16780) of the State General Obligation Bond Law. Approval by the electors of this act shall constitute approval of any refunding bonds issued pursuant to the State General Obligation Bond Law.

**Bond Maximum Maturity**

*Added: Proposition 192*

8879.14. Notwithstanding anything in the State General Obligation Bond Law, the maximum maturity of any bonds authorized by this chapter shall not exceed 30 years from the date of each respective series. The maturity of each series shall be calculated from the date of each series.

**Bonds Not Proceeds Of Taxes**

*Added: Proposition 192*

8879.15. The Legislature hereby finds and declares that, inasmuch as the proceeds from the sale of bonds authorized by this chapter are not "proceeds of taxes" as that term is used in Article XIII B of the California Constitution, the disbursement of these proceeds is not subject to the limitations imposed by that article.

**Separate Investment Account**

*Added: Proposition 192*

8879.16. Notwithstanding any provision of the State General Obligation Bond Law with regard to the proceeds from the sale of bonds authorized by this chapter that are subject to investment under Article 4 (commencing with Section 16470) of Chapter 3 of Part 2 of Division 4, the Treasurer may maintain a separate account for investment earnings, order the payment of those earnings to comply with any rebate requirement applicable under federal law, and may otherwise direct the use and investment of those proceeds so as to maintain the tax-exempt status of those bonds and to obtain any other advantage under federal law on behalf of the funds of this state.

**Director's Report To Legislature**

*Added: Proposition 192*

8879.17. The Director of Transportation shall report annually to the Governor and the Legislature regarding the funds available for seismic retrofit projects and the expenditure of bond proceeds.

\* \* \* \* \*



DIVISION 3. EXECUTIVE DEPARTMENT  
PART 5. DEPARTMENT OF TRANSPORTATION  
CHAPTER 1. GENERAL  
Article 3. Activities

**Commuter And Intercity Operating Subsidies**

*Amended: Statutes of 1990, Chapter 807 (SB 856)*

14031.6. (a) The Governor shall include in the Budget Bill an appropriation from the Transportation Planning and Development Account in the State Transportation Fund or from other appropriate sources to subsidize the operating costs of commuter and intercity passenger services pursuant to Section 14035 and an appropriation for capital outlay improvements to, and rolling stock for, intercity routes pursuant to Section 14038.

(b) The department shall request funding for capital improvements to commuter routes to which it provides subsidies through the transit capital improvement process established by Section 99317 of the Public Utilities Code.

(c) The department shall request funding for capital improvements and rolling stock for intercity rail passenger routes pursuant to Sections 14035 and 14038 through the transit capital improvement process established by the Public Utilities Code.

(d) This section does not apply to funds made available from general obligation bonds issued for purposes of Section 164.55 of the Streets and Highways Code.

**Preallocation Review**

*Amended: Statutes of 1982, Chapter 723*

14031.7. Prior to any allocation pursuant to subdivision (b) of Section 14031.6, for any recommended new service, the department shall submit a report to the commission consisting of the following:

- (a) The speeds and other service attributes needed.
- (b) Needed facilities and manpower specifications.
- (c) The avoidable costs of direct services joint-use arrangements, capital facilities, and other necessary arrangements.
- (d) An estimate of total costs for proposed services.
- (e) An inventory and evaluation of other existing transportation services in the corridor.
- (f) The market potential encompassing modal diversion and operating revenues.
- (g) For any commuter service, the compatibility of the service with the affected regional transportation plan.

During the preparation of this report, the department shall draw upon the resources of the Public Utilities Commission and any other available resource. This report shall become a part of the department's proposed state transportation improvement program.

### **Intercity Service Funding Availability**

*Added: Statutes of 1996, Chapter 263 (SB457)*

14031.8. (a) The Secretary of Business, Transportation and Housing shall establish, through an annual budget process, the level of state funding available for the operation of intercity passenger rail service in each corridor.

(b) Where applicable, operating funds shall be allocated by the secretary to the joint powers board in accordance with an interagency agreement which includes mutually agreed-upon rail services. Funds for the administration and marketing of services, as appropriate, shall also be transferred by the secretary to the joint powers board, subject to the terms of the interagency agreement.

(c) The joint powers board or local or regional entities may augment state-provided resources to expand intercity passenger rail services, or to address funding shortfalls in achieving agreed-upon performance standards.

(d) The department may provide any support services as may be mutually agreed upon by the board and the department.

(e) Operating costs shall be controlled by dealing with, at a minimum, the current Amtrak cost allocation formula and the ability to contract out to Amtrak or other rail operators as a part of federal legislation dealing with Amtrak reauthorization.

(f) Not later than December 31, 1997, the secretary shall establish a set of uniform performance standards for all corridors and operators to control cost and improve efficiency.

\* \* \* \* \*

### **Rail Passenger Development Plan**

*Amended: Statutes of 1994, Chapter 704 (SB 1699)*

*[Report suspended until October 1, 1999: Statutes of 1996 Chapter 970 (AB 116) This report may still be required by the CTC. ]*

14036. The department shall prepare a 10-year rail passenger program biennially for submission to the Legislature, the Governor, the Public Utilities Commission, and the California Transportation Commission. The plan shall be submitted to the commission on or before October 1, 1995, and on or before October 1 of each odd-numbered year thereafter, for its advice and consent, and to the Legislature, the Governor, and the Public Utilities Commission by the following March 1. The program shall consist of all of the following:

(a) For capital and operating subsidies and costs, all actual encumbrances for the prior two fiscal years; and for state operations, all actual expenditures for the prior two years. All revenues shall be identified by source.

(b) For capital and operating subsidies, estimated encumbrances and revenues for the current year; and for state operations, estimated expenditures for the current year. The department shall use the same format as is required for prior year expenditures pursuant to subdivision (a).

(c) For the budget year and the nine following fiscal years, proposed encumbrances for capital and operating subsidies and costs shall be reported in the same format as is required for the prior year's expenditures. For state operations, proposed expenditures for the budget year shall be reported.

(d) The identification and cost of capital facilities necessary to enhance competitiveness of rail passenger services, including, for each intercity route, a list of at least the three highest priority capital improvement projects, with cost estimates and a funding plan.

(e) A performance evaluation of all services in operation for the two prior years, including performance trends, potential for efficiency and effectiveness, possible improvements, and strategies to achieve that potential. This shall include an evaluation of all feeder bus services, using, among other things, criteria based on ridership levels, break-even points, and levels of growth in service utilization. The number of daily feeder bus runs, if any, that failed to carry even one passenger shall be identified.

(f) A recommendation of a level of and program for services over a 10-year period, including a list of service enhancements on existing and additional routes, with funding and priority recommendations. This shall include identification of feeder bus service improvements and a management and operating plan for achieving these improvements.

(g) An evaluation of reports by regional planning agencies and county transportation commissions on commuter service alternatives in their regions, including presentation of their recommendations.

(h) A map showing all existing intercity and commuter passenger rail routes and services, all proposed intercity and commuter passenger rail routes and services, and all intercity and commuter passenger rail routes and services that are the subject of feasibility studies.

(i) A report on the expenditure of marketing activities funds for purchases of media advertising of rail passenger services.

This report shall be prepared in consultation with the Public Utilities Commission and the National Rail Passenger Corporation. The department may consult with other agencies, organizations, and persons with expertise. The department shall employ realistic assumptions, using Public Utilities Commission cost data whenever possible, with respect to the level of services it can provide and the cost of these services when developing the program.

(j) A discussion of the department's overall marketing strategy as it relates to the intercity rail passenger service, including feeder bus service, and a report on the expenditure of marketing activities funds for purchases of media advertising of rail passenger services.

(k) A discussion of fare policies and practices, including all of the following:

(1) The relationship of fare policies to ridership and yield, including the impact of (A) a variety of regular fares, including fares such as midweek and other off-peak discounts, (B) discount fare blackouts during certain holiday travel periods on yield and ridership, and (C) discount fares for small groups traveling together.

(2) Lightly traveled route segments where current fares are too high for the demand, and where ridership or yield, or both, would increase with lower fares.

(3) A potential fare policy that would maximize both ridership and yield.

(4) A summary of discussions with Amtrak on the subject of fares.

\* \* \* \* \*

### **Rail Right-Of-Way Acquisition**

*Added: Statutes of 1993, Chapter 1095 (AB 1153)*

14038.2. (a) The department may acquire by purchase, lease, or eminent domain, any property necessary for the development and implementation of the state's rail passenger program. The power of eminent domain shall be exercised in accordance with Title 7 (commencing with Section 1230.010) of the Code of Civil Procedure.

(b) It is the intent of the Legislature, in enacting this section, to give significance and importance to the state rail passenger program equal to that of the state highway program, and to that end, to provide the department with the appropriate powers.

(c) To the extent that the activities authorized by subdivision (a) exceed the capacity of the department's existing work force, the department may contract with qualified individuals or firms for engineering, surveying, and related technical services in exercising its authority pursuant to subdivision (a).

### **Alameda Corridor**

*Added: Statutes of 1993, Chapter 333 (AB 871)*

14038.3. The department may, if requested by the Alameda Corridor Transportation Authority, exercise the power of eminent domain to acquire, in the name and for the use of, the authority, real property in Los Angeles County that is owned by a railroad corporation and that is necessary, incidental, or convenient for the construction of the Alameda Corridor project.

\* \* \* \* \*

## **Article 3.5. Elderly and Disabled Persons**

### **Provision For Special Transportation**

*Amended: Statutes of 1996, Chapter 669 (AB 772)*

14055. The Legislature finds and declares all of the following:

(a) Elderly persons and persons with disabilities have the same rights as other persons to utilize mass transportation facilities and services.

(b) As administered by the state, funding under Section 5310 of Title 49 of the United States Code is dedicated to providing special transportation for elderly persons and persons with disabilities in all areas of the state, including urban, small urban, and rural areas.

(c) The goal of this federal program is to improve mobility for elderly persons and persons with disabilities for whom mass transportation services are unavailable, insufficient, or inappropriate.

(d) Additionally, the federal program should be coordinated with other area paratransit service providers and the consolidated transportation service agency designated pursuant to Section 15975, where applicable.

(e) Within the state, those eligible to receive grants shall include all of the following:

(1) Nonprofit corporations and associations which provide transportation services for elderly persons and persons with disabilities.

(2) Public agencies approved to coordinate services for elderly persons and persons with disabilities, including a consolidated transportation service agency designated pursuant to Section 15975.

(3) Public agencies that certify that no nonprofit corporations or associations are readily available in an area to provide the service.

### **Departments Responsibilities**

*Amended: Statutes of 1996, Chapter 669 (AB 772)*

14055.1 The department shall act as the applicant for grants of funds to provide mass transit services to meet the special needs of elderly persons and persons with disabilities pursuant to Section 5310 of Title 49 of the United States Code. The department shall coordinate the funding and administration of available funds as prescribed by this article.

### **Allocation Requirements**

*Amended: Statutes of 1996, Chapter 669 (AB 772)*

14055.2. Funds made available to the department shall be allocated as follows:

(a) Not more than 5 percent of the annual federal apportionment may be retained by the department for the cost of administering grants.

(b) The remaining funds shall be allocated by the department, as directed by the commission, consistent with the provisions Section 14055.

### **Appeals Process**

*Amended: Statutes of 1996, Chapter 669 (AB 772)*

14055.3. The commission shall establish an appeals process.

### **Required Public Hearings**

*Amended: Statutes of 1996, Chapter 669 (AB 772)*

14055.4. Prior to approving its program of projects, the commission shall hold not less than one public hearing.

\* \* \* \* \*

## **Article 5. Intercity Rail Agreements**

### **Definitions**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14070. As used in this article, the following terms have the following meanings:

(a) "Board" or "joint powers board" means the governing board of a joint exercise of powers agency established pursuant to Article 5.2 (commencing with Section 14072), Article 5.4 (commencing with Section 14074), or Article 5.6 (commencing with Section 14076) for the purpose of assuming administrative responsibility for intercity passenger rail service within the respective corridor.

(b) "Secretary" means the Secretary of the Business, Transportation and Housing Agency.

**Program Administration**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14070.2. (a) If authorized by the secretary, the department may, through an interagency agreement, transfer to a joint powers board, and the board may assume, all responsibility for administering passenger rail service in the corridor. Upon the date specified in the agreement, the board shall succeed to the department's powers and duties relative to that service, except that the department shall retain responsibility for developing budget requests for the service through the state budget process, which shall be developed in consultation with the board, and for coordinating service in the corridor with other passenger rail services in the state.

(b) The interagency agreement shall be executed on or before December 31, 1996. If an interagency agreement is not entered into on or before December 31, 1996, the secretary shall provide a report to the Governor and the Legislature on or before January 30, 1997, explaining why an acceptable agreement has not been developed, with specific recommendations for developing an acceptable interagency agreement.

(c) The secretary shall require the board to demonstrate the ability to meet the performance standards established by the secretary pursuant to subdivision (f) of Section 14031.8.

**Interagency Transfer Agreement**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14070.4. (a) An interagency transfer agreement between the department and a joint powers board, when approved by the secretary, shall do all of the following:

(1) Specify the date and conditions for the transfer of responsibilities and identify the annual level of funding for the initial five years of the transfer and ensure that the level of funding is consistent with and sufficient for the planned service improvements within the corridor.

(2) Identify, for the initial year and subsequent years, the funds to be transferred to the board including state operating subsidies made available for intercity rail services in the corridor, and funds currently used by the department for administration and marketing of the corridor, with the amounts adjusted annually for inflation and in accordance with the business plan.

(3) Specify the level of service to be provided, the respective responsibilities of the board and the department, the methods that the department will use to assure the coordination of services with other rail passenger services in the state, and the methods that the department will use for the annual review of the business plan and annual proposals on funding and appropriations.

(4) Describe the terms for transferring to the joint exercise of powers agency car and locomotive train sets, and other equipment and property owned by the department and required for the intercity service in the corridor including, but not limited to, the number of units to be provided, liability coverage, maintenance and warranty responsibilities, and indemnification issues.

(5) Describe auditing responsibilities and process requirements, reimbursement and billing procedures, the responsibility for funding shortfalls, if any, during the course of each fiscal year, an operating contract oversight review process, performance standards and reporting procedures, the level of rail infrastructure maintenance, and other relevant monitoring procedures. The

description shall contain an evaluation of the impact of any transfer of equipment on other intercity corridors. The agreement shall endeavor to minimize the impact and maximize the efficient use of the equipment, including continued joint use of equipment that is currently shared by one or more corridors.

(b) Use of the annual state funding allocation, as set forth in the interagency transfer agreement for the initial five years, shall be described in an annual business plan submitted by the board to the secretary for review and recommendation by April 1 of each year. The business plan, when approved by the secretary, shall be deemed accepted by the state. The budget proposal developed by the department for the subsequent year shall be based upon the business plan approved by the secretary. The business plan shall be consistent with the interagency agreement and shall include a report on the recent as well as historical performance of the corridor service, an overall operating plan including proposed service enhancement to increase ridership and provide for increased traveler demands in the corridor for the upcoming year, short-term and long-term capital improvement programs, funding requirements for the upcoming fiscal year, and an action plan with specific performance goals and objectives. The business plan shall document service improvements to provide the planned level of service, inclusion of operating plans to serve peak period work trips, and consideration of other service expansions and enhancements. The plan shall clearly delineate how funding and accounting for state-sponsored rail passenger services shall be separate from locally sponsored services in the corridor. Proposals to expand or modify passenger services shall be accompanied by the identification of all associated costs and ridership projections. The business plan shall establish, among other things: fares, operating strategies, capital improvements needed, and marketing and operational strategies designed to meet performance standards established in the interagency agreement.

(c) Based on the annual business plan and the subsequent appropriation by the Legislature, the secretary shall allocate state funds on an annual basis to the board. As provided in the interagency agreement, any additional funds that are required to operate the passenger rail service during the fiscal year shall be provided by the board from jurisdictions that receive service. In addition, the board may use any cost savings or farebox revenues to provide service improvements related to intercity service. In any event, the board shall report the fiscal results of the previous year's operations as part of the annual business plan.

(d) The term of the agreement shall not exceed three years.

(e) The level of service funded by the state shall in no case be less than the current number of intercity roundtrips operated in a corridor and serving the end points currently served by the intercity rail corridor. The level of service funded by the state shall also include feeder bus service with substantially the same number of route miles as the current feeder system, to be operated in conjunction with the trains.

(f) Nothing in this article shall be construed to preclude expansion of state-approved intercity rail service.

**Contracting For Passenger Rail Services**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14070.6. The department and any entity that assumes administrative responsibility for passenger rail services through an interagency transfer agreement, may, through a competitive solicitation process, contract with the National Railroad Passenger Corporation (Amtrak) or with other organizations not precluded by state or federal law to provide passenger rail services, and may contract with rail corporations and other rail operators for the use of tracks and other facilities and for the provision of passenger services on terms and conditions as the parties may agree. The department is deemed to be a third-party beneficiary of the contract, and the contract shall not contain any provision or condition that would negatively impact on or conflict with any other contracts the department has regarding intercity rail services. Any entity that succeeds the department as sponsor of state-supported passenger rail services through an interagency transfer agreement, is deemed an agency of the state for all purposes related to passenger rail services, including Section 1614 of Title 49 of the United States Code.

**Article 5.2 Southern California Regional Rail Authority****Southern California Regional Rail Authority (SCRRA)**

*Amended: Statutes of 1996, Chapter 263 (SB 457)*

14072. The Southern California Regional Rail Authority is an existing joint powers authority formed pursuant to Section 130255 of the Public Utilities Code, made up of the county transportation commissions of the Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and set up to operate the commuter rail network known as Metrolink in those counties.

**Expanded Authority**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14072.2. The joint powers authority, known as the Southern California Regional Rail Authority, may, if the authority elects to be a party to an interagency agreement pursuant to Article 5 (commencing with Section 14070), be expanded to form an authority for the administration of intercity passenger rail services in the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, and Ventura. The expanded authority may include, but is not limited to, the following agencies: the Imperial Valley Association of Governments, the Los Angeles County Metropolitan Transportation Commission, the Orange County Transportation Authority, the Riverside County Transportation Commission, the San Bernardino Association of Governments, the San Diego Association of Governments, the San Luis Obispo Council of Governments, the Santa Barbara County Association of Governments, and the Ventura County Transportation Commission. For the purposes of this section, "authority" means the expanded board of the Southern California Regional Rail Authority. Only the expanded board or authority, not the Southern California Regional Rail Authority board existing on July 1, 1996, may exercise jurisdiction over intercity rail matters for the service area of the authority. For purposes of taking action on intercity rail issues, including, but



not limited to, equipment, funding, legislation, marketing, and operations, the member agency from each county shall be allowed one vote. Representation shall be limited to one agency per county.

#### **Expanded Authority Membership**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14072.4. Membership in the expanded Southern California Regional Rail Authority shall be one voting representative from each of the designated member agencies. Members shall be appointed from each of the member agencies annually.

#### **Conditions Applicable To Authority**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14072.6. This article shall be applicable only if the entities to be represented on the authority enter into a joint exercise of powers agreement to expand the authority, and elect to become a party to an interagency transfer agreement pursuant to Article 5 (commencing with Section 14070).

### Article 5.4. San Joaquin Corridor

#### **Definitions**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14074. As used in this article, the following terms have the following meanings:

(a) "Board" means the governing board of the San Joaquin Corridor Joint Powers Agency established pursuant to Section 14074.2.

(b) "San Joaquin Corridor" or "corridor" means the Los Angeles-Bakersfield-Fresno-Stockton-Sacramento- Oakland rail corridor.

#### **Membership**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14074.2. (a) The San Joaquin Corridor Joint Powers Agency may be established by agreement of the represented agencies for the purpose of assuming responsibility for intercity passenger rail services in the San Joaquin Corridor.

(b) The board shall be composed of the following 19 members: (1) One member from the Capitol Corridor Joint Powers Board, if that board is in existence.

(2) One member from the County of Sacramento, appointed by the board of supervisors of that county.

(3) One member from the County of Los Angeles, appointed by the board of supervisors of that county.

(4) Two members each from the Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, appointed by the board of supervisors of the respective county. Each county shall appoint one member who is an elected official and one who is a private citizen.

**Conditions**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14074.6. This article shall be applicable only if the entities that would be represented on the board enter into a joint exercise of powers agreement to form the agency, and elect to become a party to an interagency transfer agreement pursuant to Article 5 (commencing with Section 14070).

**Article 5.6. Capitol Corridor****Definitions**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14076. As used in this article, the following terms have the following meanings:

(a) "Board" means the Capitol Corridor Joint Powers Board created by Section 14076.2.

(b) "Capitol Corridor" or "corridor" means the Colfax-Sacramento-Suisun City-Oakland-San Jose rail corridor.

**Membership**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14076.2. (a) There is hereby created the Capitol Corridor Joint Powers Board, subject to being organized pursuant to subdivision

(b) The board shall be composed of not more than the following 16 members:

(1) Six members of the San Francisco Bay Area Rapid Transit District Board of Directors, appointed by the board of directors of that district, as follows:

(A) Two who are residents of Alameda County.

(B) Two who are residents of Contra Costa County.

(C) Two who are residents of the City and County of San Francisco.

(2) Two members of the Board of Directors of the Sacramento Regional Transit District, appointed by the board of directors of that district.

(3) Two members of the Board of Directors of the Santa Clara County Transit District, appointed by the board of directors of that district.

(4) Two members of the county congestion management agency for that County of Yolo, appointed by that agency.

(5) Two members of the county congestion management agency for the County of Solano, appointed by that agency.

(6) Two members of the Placer County Transportation Planning Agency, appointed by that agency.

(b) The board shall be organized when at least two of the jurisdictions described in paragraphs (1) to (6), inclusive, of subdivision (a) elect to appoint members to serve on the board. Only those jurisdictions that appoint members to serve on the board prior to December 31, 1996, shall be member-agencies of the board.

**Conditions**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14076.4. If the board and the department enter into an interagency transfer agreement pursuant to Article 5 (commencing with Section 14070), for an initial period, that begins with the transfer of responsibilities from the department to the

board and continues for a three-year period subsequent to the completion of the track and signal improvements between Sacramento and Emeryville, the San Francisco Bay Area Rapid Transit District General Manager and the district's administrative staff shall, if that district has appointed members to the board in accordance with Section 14076.2, provide all necessary administrative support to the board to perform its duties and responsibilities, and may perform for the board any and all activities that they are authorized to perform for the district. At the conclusion of the initial period, the board may, through procedures that it determines, select the San Francisco Bay Area Rapid Transit District or another existing public rail transit agency for a three-year term to provide all necessary administrative support staff to the board to perform its duties and responsibilities.

#### **Vote Requirement**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14076.6. The board shall make its decisions in accordance with the votes of its members, requiring a majority vote for all matters with the exception of the approval of the business plan, and revisions, which shall require a vote of two-thirds of the members.

#### **Funding**

*Added: Statutes of 1996, Chapter 263 (SB 457)*

14076.8. For the purpose of carrying out its responsibilities pursuant to this article, the board may seek funds from any jurisdiction served by the Capitols passenger rail service for enhanced service.

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### **PART 5.3. CALIFORNIA TRANSPORTATION COMMISSION**

#### **CHAPTER 2. DUTIES**

#### **State Transportation Policy**

*Amended: Statutes of 1982, Chapter 454*

14520. The commission shall advise and assist the Secretary of the Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state.

#### **Transportation Assistance Bank**

*Added: Statutes of 1990, Chapter 1555 (AB 4293)*

14520.3. (a) The commission, in consultation with the Controller, the Treasurer, and the Superintendent of Banks, shall conduct a study and submit recommendations to the Governor and the Legislature on or before January 1, 1992, on the feasibility of establishing, within state government, a California Transportation Assistance Bank, hereafter the bank, to carry out the functions described in subdivision (b).

(b) To assist in financing the state's transportation infrastructure, the bank would act as a financing intermediary by accumulating and investing proceeds of the increased vehicle fuel tax revenues received pursuant to Sections 7351 and 8651 of the Revenue and Taxation Code, as added by Chapters 105 and 106 of the

Statutes of 1989, respectively, and funds received through additional borrowing against future revenues, and by making the proceeds of those investments available for long-range transportation infrastructure improvements.

(c) The study shall be accomplished using resources available to the commission.

### **Report Review**

*Added: Statutes of 1977, Chapter 1106*

14521. The commission may request and review reports of the department and of other entities which pertain to transportation issues and concerns that the commission determines need special study.

### **Study Areas Prescribed**

*Amended: Statutes of 1978, Chapter 669*

14522. In cooperation with the regional transportation planning agencies, the commission may prescribe study areas for analysis and evaluation by such agencies and guidelines for the preparation of the regional transportation plans.

### **Annual Budget Evaluation**

*Amended: Statutes of 1982, Chapter 580*

*[Reports required: Statutes of 1996 Chapter 970 (AB 116)]*

14523. The commission shall prepare an independent evaluation of the department's budget regarding the adequacy of funding levels and the relative needs of program categories as defined in Section 167 of the Streets and Highways Code and submit its recommendations to the Legislature not later than March 1 of each year. The report shall reflect the commission's judgment regarding the overall funding levels for each program category and shall not duplicate the item by item analysis conducted by the Legislative Analyst.

The evaluation and recommendations of the commission shall include recommended adjustments of the motor vehicle fuel tax rates and commercial vehicle weight fees necessary to fund the state highway programs for the maintenance, rehabilitation, reconstruction, and operational improvements of the existing state highway system.

### **Biennial Fund Estimate Submission**

*Added: Statutes of 1989, Chapter 105 (SB 300)*

14524. (a) Not later than November 15, 1989, and July 15 of each odd-numbered year thereafter, the department shall submit to the commission a seven-year estimate in annual elements of all federal and state funds reasonably expected to be available in each county for programming in the state transportation improvement program in order that the commission may provide estimates pursuant to Section 14525.

(b) The estimate shall specify the amounts expected to be available for each program element, as defined in Section 164 of the Streets and Highways Code, in the state transportation improvement program.

(c) The department shall inform the commission if the state goals for any of the subprogram elements which may not be met over the next 10 years under the fund estimate being submitted.

(d) The method by which the estimate is determined shall be determined by the commission, in consultation with the department, transportation planning agencies, and county transportation commissions.

(e) For the purpose of estimating revenues, the department shall assume that there will be no changes in existing statutes. The department, after giving notice to the transportation and the budget committees of the Senate and Assembly, may provide a contingency estimate which will specify probable increases or decreases in revenues on the basis of existing tax rates.

### **Capital Outlay Support Staffing Level**

*Added: Statutes of 1993, Chapter 433 (SB 1209)*

14524.2. (a) If the department's total project delivery plan for any year pursuant to subdivision (a) of Section 14524.15 requires a permanent and temporary capital outlay support staffing level which equals the 1986-87 budgeted permanent and temporary capital outlay support staffing level, the department's budget request for that year shall contain a permanent and temporary capital outlay support staffing level equal to its 1986-87 authorized permanent and temporary capital outlay support staffing level.

(b) If the department's total project delivery plan for any year pursuant to subdivision (a) of Section 14524.15 requires a permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime and contract services which exceeds the 1986-87 authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime and contract services, the department's budget request for that year shall contain a permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime equal to the 1986-87 authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime plus one-half of the excess over the 1986-87 authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime and contract services. The department may contract out, pursuant to Section 14131, an equal number of personnel year equivalents for each authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime which exceeds the 1986-87 authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime.

(c) For purposes of this section, "permanent and temporary capital outlay support staffing level" means the department's permanent and temporary capital outlay support staffing level funded by state and federal funds through the State Highway Account.

(d) This section shall become operative on January 1, 1998.

### **TCI Program Fund Estimate**

*Amended: Statutes of 1988, Chapter 914*

14524.5. The estimate of the department and the estimate of the commission shall include an estimate of the funds from the State Highway Account and the Transportation Planning and Development Account in the State Transportation Fund that will be available for exclusive public mass transit guideway projects and the other transit capital improvements authorized by Section 99317 of the Public Utilities Code. The estimate of funds from the State Highway Account

shall be consistent with the funding levels specified in Section 164 of the Streets and Highways Code.

### **Project Delivery Plan**

*Amended: Statutes of 1992, Chapter 1296 (SB 986)*

*[Report required: Statutes of 1996 Chapter 970 (AB 116)]*

14524.15. (a) Not later than January 15 of each year, the department shall submit to the appropriate fiscal and policy committees of the Legislature, and to the Joint Legislative Budget Committee, a project delivery plan based on the state transportation improvement program adopted by the commission pursuant to Section 14529 on or before the preceding July 1. The plan shall consist of all of the following:

(1) The capital outlay staffing needs of the department for project study reports, project development, surveying, and construction inspection in the next fiscal year necessary to deliver the adopted state transportation improvement program and any new funding capacity as indicated in the adopted funding estimate for the subsequent state transportation improvement program period, including projects to be advanced.

(2) Beginning with the plan due on November 15, 1990, the department shall reconcile the capital outlay project development staffing estimates made in previous plans with staffing actually available and the staffing actually required to perform the identified work for the state transportation improvement program.

(3) A determination of that portion of the workload developed pursuant to subdivision (a) that is proposed to be accomplished by the department's staff and that portion that is proposed by the department to be accomplished by contract for professional and technical services.

(b) On or before June 1 of each year, the Legislative Analyst shall assess the department's project delivery plan. This assessment shall include each of the following:

(1) An analysis of the progress the department has made in the prior year toward delivering projects as scheduled in the adopted state transportation improvement program.

(2) An overall assessment of the plan's adequacy in ensuring that all federal, state, local, and private funds are used in a timely and efficient manner with a minimum of project delays.

(3) The Legislative Analyst's recommendations, if any, for improving the project delivery performance.

(c) Beginning on January 1, 1989, and on January 1 of each year thereafter, the department shall report to the Governor and the Legislature on the level of participation by minority and women business enterprises in contracting pursuant to this article. If the established goals are not met, the department shall report the reasons for its inability to achieve the standards and identify remedial steps it shall take.

(d) Not later than April 15 of each year, the department shall submit to the appropriate fiscal and policy committees of the Legislature, and to the Joint Legislative Budget Committee, a revised project delivery plan which shall be the project delivery plan submitted pursuant to subdivision (a) updated to reflect the fund estimate provided the commission pursuant to Section 14524.

**Project Development Costs**

*Amended: Statutes of 1992, Chapter 1296 (SB 986)*

*[Report suspended until October 1, 1999: Statutes of 1996 Chapter 970 (AB 116)]*

14524.16. (a) The department shall, as part of the reports required pursuant to Sections 14524.15 and 14525.5, report on its costs of project development for all state transportation improvement program projects awarded during the previous fiscal year.

(b) For purposes of this section, "costs of project development" includes all noncapital costs incurred by the department from completion of the project study report through the award of the construction contract.

The costs of project development include the prorated share of distributed departmental administration, as identified in the Governor's proposed budget, attributable to these project development activities. The calculation of the prorated share of departmental administration shall exclude tort payments, costs of legal services associated with those payments, and central administrative services.

(c) The department shall attempt to keep its cost of project development, as defined in subdivision (b), from exceeding 20 percent of the value of state transportation improvement program projects, including right-of-way costs, awarded during the previous fiscal year, except for those projects where the department has provided design oversight only or has not been the responsible agency for project design.

The average cost of project delivery for the three previous fiscal years shall not exceed the 20 percent target.

(d) On or before June 1 of each year, the Legislative Analyst shall assess the department's costs of project development.

**Biennial Fund Estimate Adoption**

*Amended: Statutes of 1989, Chapter 105 (SB 300)*

14525. (a) Not later than December 15, 1989, and August 15 of each odd-numbered year thereafter, the commission shall adopt and provide, to the transportation planning agencies and county transportation commissions, a seven-year estimate of all state and federal funds reasonably expected to be available to each county for each program element, as defined in Section 164 of the Streets and Highways Code, in the state transportation improvement program.

(b) The commission shall inform the Legislature if the state goals for any of the subprogram elements may not be met over the next 10 years under the fund estimate being adopted.

(c) The commission may amend the estimate following consultation with the department, transportation planning agencies, and county transportation commissions to account for unexpected revenues or other unforeseen circumstances.

(d) The commission shall not adopt a fund estimate pursuant to subdivision (e) of Section 14524, unless the commission notifies the transportation and the budget committees of the Senate and Assembly of its intent to adopt a fund estimate based on the contingency estimates.

**Inflation Estimates**

*Added: Statutes of 1989, Chapter 105 (SB 300)*

14525.1. The department and the commission shall use an inflation rate that has been established by the Department of Finance. The Department of Finance shall consult with the Legislative Analyst and the Department of Transportation when calculating the inflation rate for this purpose.

**Project Delivery Report**

*Amended: Statutes of 1989, Chapter 106 (AB 471)*

*[Report suspended until October 1, 1999: Statutes of 1996 Chapter 970 (AB 116)]*

14525.5. (a) The department shall submit a project delivery report to the Governor and the Legislature not later than November 15 of each year. The report shall include all state highway projects that are included in the adopted state transportation improvement program costing one million dollars (\$1,000,000) or more and for which the department is the responsible agency for project development work.

(b) For each of these projects, the report shall identify the milestone dates by month and year.

(c) For each fiscal year corresponding with the fiscal year used in programming the state transportation improvement program, the report shall identify the number of these projects which met one or more of the milestone dates. The report shall also identify each project where the department failed to meet one or more milestones. For each of those projects, the report shall identify the specific circumstances resulting in the delay, and present a plan to resolve any problems and a new schedule for delivery.

(d) For purposes of this section, each of the following is a "milestone date":

- (1) Commencement of the environmental process.
- (2) Commencement of the circulation of the draft environmental documents.
- (3) Final approval of the environmental documents.
- (4) Commencement of work on the plans, specifications, and estimates.
- (5) Project ready to advertise.
- (6) Project delivery.
- (e) "Project delivery" is the date on which the project is advertised.

**Auditor General Review**

*Added: Statutes of 1990, Chapter 16 (AB 1791)*

*[Reports required: Statutes of 1996 Chapter 970 (AB 116)]*

14525.6. The Auditor General shall annually conduct a review of allocations and expenditures at the state level of transportation funds made available by Chapters 105, 106, and 108 of the Statutes of 1989, to determine whether the purposes for which those funds are allocated and expended conform to the requirements of Chapters 105, 106, and 108 of the Statutes of 1989. Not later than March 1, 1992, and by March 1 of each year thereafter, the Auditor General shall submit a report on the results of that review to the Governor and to the Legislature.



**Proposed State Transportation Improvement Program**

*Amended: Statutes of 1992, Chapter 1243 (AB 3090)*

14526. (a) Not later than December 15 of each odd-numbered year, the department shall submit, to the commission and all transportation planning agencies and county transportation commissions, its proposed state transportation improvement program consisting of all of the following:

(1) Projects on the interregional road system included in the list developed in accordance with Section 164.3 of the Streets and Highways Code.

(2) Projects on the intercity rail system.

(3) Retrofit soundwalls in accordance with the priorities established pursuant to Section 215.5 of the Streets and Highways Code.

(4) Recommendation of projects on state highways which should receive a higher priority than projects proposed in a regional transportation improvement program.

(5) Projects to be funded from the Toll Bridge Account in the State Transportation Fund.

(6) Projects to be funded from the Aeronautics Account in the State Transportation Fund.

(b) Not later than December 15 of each odd-numbered year, the department, in consultation with transportation planning agencies and county transportation commissions, shall submit to the commission its recommendations for inclusion in the list of projects pursuant to Section 14530.5. The department's recommendations shall be consistent with the requirements of Section 14530.5.

**State Highway Operation And Protection Program**

*Amended: Statutes of 1992, Chapter 1177 (BS 1435)*

14526.5. (a) The department shall prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Projects included in the program shall be limited to capital improvements relative to maintenance, safety, and rehabilitation of state highways and bridges which do not add a new traffic lane to the system.

(b) The program shall include projects which are expected to be advertised prior to July 1 of the year following submission of the program, but which have not yet been funded. The program shall include those projects for which construction is to begin within four fiscal years, starting July 1 of the year following the year the program is submitted.

(c) The program shall be submitted to the commission not later than January 31 of each even-numbered year. Prior to submitting the plan, the department shall make a draft of its proposed program available to transportation planning agencies for review and comment and shall include the comments in its submittal to the commission.

(d) The commission may review the program relative to its overall adequacy, level of annual funding needed to implement the program, and the impact of those expenditures on the state transportation improvement program. The commission shall approve and submit the program to the Legislature and the Governor not later than April 1 of each even-numbered year.

(e) Expenditures for these projects shall not be subject to Sections 188 and 188.8 of the Streets and Highways Code.

### **Submission Of Regional Transportation Improvement Program**

*Amended: Statutes of 1992, Chapter 1243 (AB 3090)*

14527. (a) After consulting with the department, the transportation planning agencies and county transportation commissions in urbanized areas of over 50,000 population, and counties electing to prepare a regional transportation improvement program for that county pursuant to subdivision (d) of Section 65082, shall adopt and submit to the commission and department, not later than December 15 of each odd-numbered year, a transportation improvement program in conformance with Section 65082. Other information, including a program for expenditure of local or federal funds, may be submitted for information purposes with the program, but only at the discretion of the transportation planning agencies or the county transportation commissions. Except for the information submitted at the discretion of the transportation planning agencies and county transportation commissions, the transportation improvement program submitted by the transportation planning agencies and county transportation commissions may not exceed, for local assistance projects, by more than 25 percent, the estimate of funds for those projects made by the commission pursuant to Section 14525.

(b) The transportation planning agencies and county transportation commissions in urbanized areas of over 50,000 population may submit to the commission and the department their recommendations for inclusion in the list of projects pursuant to Section 14530.5. The recommendations shall be consistent with the requirements of Section 14530.5.

(c) In all other areas of the state, the department, in cooperation with the counties, shall prepare regional transportation improvement programs on a state transportation district basis.

### **Route 238 Local Alternatives Program**

*Amended: Statutes of 1985, Chapter 494*

14528.5. (a) To resolve local transportation problems resulting from the unfeasibility of a planned state transportation facility on State Highway Route 238, the city or county in which the planned facility was to be located, or the transportation planning commission having jurisdiction over the city or county, may develop and file with the commission a local alternative transportation improvement program that addresses transportation problems and opportunities in the county which was to be served by the planned facility.

(b) The department may be requested to develop the local alternative transportation improvement program. In such a case, the local program shall be submitted as a part of the proposed state transportation improvement program under Section 14526.

(c) Prior to filing the local alternative transportation improvement program with the commission, the local program shall be submitted for review by the transportation planning agency and the department in the same manner as the regional transportation improvement program. If the transportation planning agency or the department does not adopt the local program as a part of the regional transportation improvement program or the proposed state transportation improvement program, the entity that developed and filed the local program, and the transportation planning agency if it has approved the local

program, may request the commission to include the local program in the state transportation improvement program.

(d) The commission shall have the final authority regarding the content and approval of the local alternative transportation improvement program. The local program, if approved by the commission, shall be included in the state transportation improvement program adopted by the commission pursuant to Section 14529. The commission shall not approve any local alternative transportation improvement program submitted under this section after January 1, 1988.

(e) At the time the commission approved the local alternative transportation improvement program, the commission shall authorize the department to sell, at the prevailing fair market price, the excess properties acquired for the planned state transportation facilities. However, any properties required for the implementation of a local alternative transportation improvement project shall not be sold. Article 8.5 (commencing with Section 54235) of Chapter 5 of Part 1 of Division 2 of Title 5 does not apply to the sale of excess property pursuant to this section. All proceeds from the sale of the excess properties, less any reimbursements due to the federal government and all costs incurred in the sale of those excess properties, shall be allocated by the commission to fund the approved local program and shall not be subject to Sections 188 and 188.8. The proceeds shall be used only for highway purposes. The estimated amount of the proceeds shall be included in the adopted regional transportation improvement program and the state transportation improvement program.

(f) This section does not apply to those highways that are in the National System of Interstate and Defense Highways.

(g) This section applies only to State Highway Route 238.

### **Route 238 Relocation Assistance**

*Added: Statutes of 1982, Chapter 1391*

14528.6. A local alternative transportation improvement program, approved pursuant to Section 14528.5, shall include all of the following:

(a) A program to provide relocation assistance for residents eligible for relocation assistance pursuant to Chapter 16 (commencing with Section 7260) of Division 7 of Title 1 of this code and guidelines adopted pursuant to Section 50460 of the Health and Safety Code.

(b) A program to provide relocation assistance for all lower income households, regardless of their eligibility for assistance pursuant to subdivision (a), who will be displaced from their residences because of actions taken to finance or implement the local alternative improvement transportation program, including sale or removal of their residences. To be eligible for assistance, lower income households shall have occupied their residence on the date that the local alternative transportation improvement program was approved by the commission, the program shall comply with the requirements, except eligibility requirements, of Chapter 16 (commencing with Section 7260) of Division 7 of Title 1 of this code and with guidelines adopted pursuant to Section 50460 of the Health and Safety Code.

(c) A program to provide all persons or families who are not otherwise eligible for assistance pursuant to subdivisions (a) and (b), with relocation advice

and moving expenses as defined in Section 7261 and subdivisions (a) and (b) of Section 7262.

(d) A program to provide replacement housing units for persons and families of low or moderate income at an affordable housing cost. At a minimum, the program shall provide that the total number of new units for persons or families of low or moderate income to be provided shall be equal to or greater than the number of units occupied by persons or families of low or moderate income displaced by the local alternative transportation improvement program, and that the total number of new housing units to be provided for lower income households shall be equal to or greater than the number of units occupied by lower income households displaced by the local alternative transportation improvement program. The number of units so provided shall be determined at least one year prior to the date the commission approves the local alternative transportation improvement program. If it is not feasible to replace the total number of units required on surplus public property, other types of property shall be used in order to provide the replacement units. Replacement of the units shall be completed utilizing funds other than those derived from the sale of excess properties and shall be completed within four years of the date the persons or families are displaced or, if unoccupied, from the date of demolition or removal. Unoccupied units shall be replaced in the same ratio as units occupied by persons and families of low and moderate income in the right-of-way. It shall be an objective of the program that, where financially feasible, the number of new housing units of persons and families of low or moderate income shall be not less than 20 percent of all new housing units developed on the aggregate surplus public property.

(e) For purposes of this section, the terms "affordable housing cost," "lower income households," and "persons and families of low or moderate income" shall be defined as provided in Division 31 (commencing with Section 50000) of the Health and Safety Code.

(f) Unless specifically stated, this section shall in no way reduce or limit any requirements for the provision of housing for persons or families of low or moderate income as contained in any other provision of law.

(g) No state highway account funds shall be expended for planning or implementing the housing provisions of the local alternative transportation improvement program which are required to be carried out pursuant to subdivisions (b) to (d), inclusive.

(h) Neither the excess property nor the proceeds from the sale of the excess property shall be used for housing purposes. The excess property may be used for housing purposes after sale by the department.

### **Route Rescission Request**

*Added: Statutes of 1982, Chapter 1391*

14528.7. A city or county acting jointly with the transportation planning agency having jurisdiction over the city or county may adopt a resolution requesting the rescission of a state highway route location within the city or county, as the case may be. The city or county, acting jointly with the transportation planning agency, may submit an alternative state highway project proposal with the resolution. If the commission concurs in the resolution, the route location shall be rescinded, and the department shall proceed with the sale of excess real properties that were acquired for the rescinded route location.

In the case of a city or county under the jurisdiction of a county transportation commission, only the county transportation commission may adopt the resolution and submit an alternative state highway project proposal.

### **Property Sales Proceeds**

*Amended: Statutes of 1990, Chapter 627 (SB 2829)*

14528.8. When the department sells any real property or interest therein acquired for a state highway route location rescinded pursuant to Section 14528.7, the proceeds from the sale shall be allocated by the commission for expenditure by the department to fund the alternative state highway project proposed by the city or county, as the case may be, if it is approved by the commission. Expenditure of the proceeds for an alternative state highway project within the same county is not subject to Sections 188 and 188.8 of the Streets and Highways Code if the route location was rescinded pursuant to Section 14528.7.

### **Biennial State Transportation Improvement Program**

*Amended: Statutes of 1994, Chapter 226 (SB 1565)*

14529. (a) The commission shall adopt and submit to the Legislature and the Governor not later than August 1, 1990, and April 1 of each even-numbered year thereafter, a state transportation improvement program. The program shall cover a period of seven years, beginning with July 1 of the year it is adopted, and shall be a statement of intent by the commission for the allocation of funds during those seven years.

(b) The state transportation improvement program shall include all major projects, as determined by the commission, to be funded from state transportation funds, including revenues from transportation bond acts allocated by the commission during those seven years, and shall be limited to intercity, commuter and urban rail capital improvements, flexible congestion relief, interregional road systems, and retrofit soundwalls.

(c) The state transportation improvement program shall include a list of projects which are expected to be advertised prior to July 1 of the year of adoption, but for which the commission has not yet allocated funds.

(d) Prior to the adoption of the state transportation improvement program, the commission shall hold at least one hearing in northern California and one hearing in southern California to reconcile any objections by any county or regional agency to the department's program or the department's objections to any regional program.

(e) The projects included in the adopted state transportation improvement program shall be limited to those projects that are included in the immediately prior state transportation improvement program and projects submitted or recommended pursuant to Sections 14526 and 14527.

(f) In no event shall the state transportation improvement program exceed the funds reasonably expected to be available as set forth in the estimate adopted pursuant to Section 14525.

(1) The state transportation improvement program is a schedule for project delivery and shall specify the year of delivery. Each project to be included in the program shall include the escalated current cost of the project updated to at least November 1 of the preceding year. While it is recognized that the initial escalated current cost cannot be based on a full study of all aspects of the project,

nevertheless, any project previously included in a program, where the state and federal share of the latest escalated current cost exceeds 120 percent of the state and federal share of the project's base cost, shall not be included in the next adopted program unless the commission determines that the project is the most cost-effective of all the projects in the county that are not included in the program. The project's base cost shall be the cost at which the project was originally placed in the program or the cost established by the commission upon its determination that this project is the most cost-effective for projects that have been reviewed under this section, whichever is higher.

(2) If, as a result of cost increases, funding restrictions require the delay of projects, the commission shall give consideration to delaying projects with the greatest cost increases.

(g) The state transportation improvement program shall identify and include the cost of project development, including, but not limited to, design and estimating costs and the costs of environmental studies.

### **Reprogramming STIP Prohibited**

*Added: Statutes of 1994, Chapter 1012 (AB 1958) (SEC.7.)*

Non Codified Section. The Legislature finds and declares that the timing and process for the adoption of the state transportation improvement program is specified in the statutes, specifically Section 14529 of the Government Code. The Department of Transportation, the California Transportation Commission, and regional transportation planning agencies shall not take any action to reprogram the state transportation improvement program until the next statutory cycle.

### **Conditions For Allocating 1988 STIP Projects**

*Added: Statutes of 1989, Chapter 106 (AB 471)*

14529.1. (a) The commission shall make allocations from funds appropriated for that purpose for projects included in the 1988 State Transportation Improvement Program, as specified in Chapter 4 (commencing with Section 14550), and may make allocations for projects scheduled to be advertised prior to the adoption of the 1990 State Transportation Improvement Program and either included in the 1988 State Transportation Improvement Program or amended into the 1988 program, if both of the following conditions are met:

(1) The total allocation in any county does not exceed the total escalated costs for all projects in that county as shown in the 1988 State Transportation Improvement Program.

(2) The allocation for each project is not more than 120 percent of the escalated cost for that project as shown in the 1988 State Transportation Improvement Program.

(b) The restrictions in this section apply only to the state and federal funds to be allocated.

(c) For counties with not more than two projects in the 1988 State Transportation Improvement Program, the commission may allocate funds for cost increases if the increase allocation is applied to meet that county's county minimum for the 1988-1993 period and, if necessary, to the 1993-1998 period.

**Project Delivery Review**

*Added: Statutes of 1988, Chapter 24*

14529.2. Prior to the adoption of the state transportation improvement program, the commission shall review the department's project delivery performance. The commission shall publish its findings and hold at least one public hearing.

Based on its findings and the information obtained during the public hearing, the commission may make a determination that the department has not made reasonable progress with project delivery and that it is unlikely that the department can accelerate its project delivery schedule to reasonably accommodate the adopted state transportation improvement program. Upon making this determination, the commission may allocate State Highway Account funds for expenditure by counties for development, right-of-way acquisition, and construction of state highway projects included in the state transportation improvement program.

The commission, in making an allocation under this section, shall seek the recommendation of the transportation planning agency or county transportation commission within whose jurisdiction the county is located. The commission shall specify the amount and the purpose of the allocation. The commission may request, and the county shall accept, an audit of funds allocated to the county under this section.

**Staff Recommendation Prior To STIP Adoption**

*Added: Statutes of 1984, Chapter 95*

14529.3. At least 20 days prior to the adoption of the state transportation improvement program, the executive director shall make available to the commission, the department, and the transportation planning agencies and county transportation commissions the recommendations of the staff on the program.

**Project Study Reports Required**

*Added: Statutes of 1987, Chapter 878*

14529.4. The commission may include capacity-increasing projects in the adopted state transportation improvement program adopted pursuant to Section 14529 only if the project studies report has been completed for that project pursuant to Section 65086.5.

**Increased Construction Costs and Financing**

*Added: Statutes of 1981, Chapter 541*

14529.5. (a) The Legislature finds and declares that highway construction costs have increased at a considerably higher rate than interest income from investment of transportation funds, that this trend is likely to continue in the future, and that timely expenditure of transportation funds is highly beneficial to the California taxpayers.

(b) The department shall expedite project development and the expenditure of available revenues and shall keep the cash balance in the State Highway Account in the State Transportation Fund to the minimum necessary for meeting contractual obligations.

(c) The Legislature finds and declares that transportation services are vital to the economic well-being of the state and are essential for daily activities of all the people.

(d) The Legislature further finds and declares that financing transportation services through user charges has served the state well and should be continued.

(e) The Legislature further finds and declares that user charges have not kept up with the inflationary cost increases and should be adjusted to maintain the services at an adequate level.

(f) The Legislature further intends that appropriation of funds from the State Highway Account shall recognize the priorities established in Section 14529.6.

(g) It is, therefore, the intent and purpose of the Legislature, through the enactment of the act enacting this section, to provide adequate funding for necessary transportation services.

### **State Highway Account Programming Priorities**

*Amended: Statutes of 1993, Chapter 1095 (AB 1153)*

14529.6. (a) Funds in the State Highway Account in the State Transportation Fund shall be programmed, budgeted, and expended to maximize the use of federal funds and shall be based on the following sequence of priorities:

(1) Operation, maintenance, and rehabilitation of the state highway system.

(2) Safety improvements where physical changes, other than adding additional lanes, would reduce fatalities and the number and severity of injuries.

(3) Flexible congestion relief, traffic system management projects, interregional roads, and public mass transit guideways, including intercity rail.

(4) Environmental enhancement and mitigation program.

(5) Compatibility improvements, including landscaping and noise attenuation barriers.

(b) For the state transportation improvement program, the department shall recommend, and the commission shall include, to the extent feasible, projects in all categories specified in subdivision (a).

(c) Subject to Sections 188 and 188.8 of the Streets and Highways Code, projects included in the state transportation improvement program shall be based on objective criteria that are relevant to the project. The objective criteria used shall be stated for each project.

(d) The primary objective of the State Highway System is to facilitate interregional travel and commerce. New facilities shall be programmed consistent with this objective, and the department and the commission shall assign the highest priority to those projects that facilitate interregional travel.

### **AB 3090-Projects Advanced With Local Funds**

*Amended: Statutes of 1992, Chapter 1243 (AB 3090)*

14529.7. (a) A local jurisdiction may, with the concurrence of the appropriate transportation planning agency, the commission, and the department, advance a project included in the state transportation improvement program to an earlier fiscal year through the use of its own funds. A project advanced in this manner shall be deliverable by the state, or by the local jurisdiction pursuant to agreement, in the earlier year proposed by the local jurisdiction.



If a project is advanced pursuant to this subdivision, the state transportation improvement program shall be revised at the time of adoption or by amendment to show the project in the earlier fiscal year.

With the concurrence of the appropriate transportation planning agency, the commission, and the department, one or more replacement state transportation projects shall be identified and included in the state transportation improvement program for the equivalent escalated dollar value and at the originally scheduled fiscal year of the advanced project. If the project to be advanced is programmed with federal funds, the replacement project or projects shall not result in an increase in state matching funds. A replacement project or projects shall have no lower priority for funding and delivery than did the advanced project, as originally scheduled.

(b) A local agency may enter into an agreement with the appropriate transportation planning agency, the department, and the commission to use its own funds to develop, purchase right-of-way for, and construct a transportation project within its jurisdiction if the project is one which is included in the adopted state transportation improvement program, funded by the Passenger Rail Bond Fund, as set forth in Section 2701.05 of the Street and Highways Code, or if approved by the voters, the Passenger Rail Bond Fund created by, respectively, Section 2702.05 or 2703.05 of the Street and Highways Code, the Clean Air and Transportation Improvement Fund created by Section 99610 of the Public Utilities Code, the State Highway Account, or the Transportation Planning and Development Account, or any combination thereof, pursuant to all of the following requirements:

(1) Projects constructed pursuant to this subdivision shall conform to all applicable state and federal design and construction standards.

(2) Pursuant to the agreement, and from funds allocated by the commission for the project in the year it was scheduled in the state transportation improvement program, subject to annual legislative appropriation, the department shall reimburse a local agency for the actual cost of constructing the project, including the acquisition of right-of-way, with local funds pursuant to this subdivision. Interest or other debt service costs incurred by local agencies to finance right-of-way acquisition or construction for the project are not reimbursable. Reimbursement made to a local agency pursuant to this subdivision shall be made from the funding source identified in the state transportation program. For purposes of Section 188 and 188.8 of the Streets and Highways Code, the project shall be considered as an expenditure in the year it was originally scheduled in the state transportation improvement program.

(3) The amount actually reimbursed to the local agency under paragraph (2) shall be the amount expended by the local agency for right-of-way and construction, escalated by the actual construction cost index between the time of construction award and the time of commission allocation of reimbursement funding, but not to exceed the escalated amount programmed for expenditure for the project in the state transportation improvement program in the originally scheduled year. If the expenditure of local funds does not result in the completion of an operable segment of a transportation project, payback shall be limited only to the actual amount expended by the local agency for right-of-way or partial construction, with no escalation factor.

(4) From funds appropriated to the department for project development work, the department shall reimburse the local agency for the actual cost of developing the project with local funds pursuant to this subdivision. Reimbursement of project development costs shall not exceed 20 percent of estimated construction costs. In no case shall this reimbursement exceed any lesser amount mutually agreed to by the department, commission, and local agency. Reimbursement shall occur at the earliest date the department has budget authority to do so, but not later than the year in which the department would have made those expenditures to deliver the project as originally scheduled in the state transportation improvement program.

(5) The commission shall prepare a report on the progress and impact of the local transportation construction program authorized by this subdivision and shall include the report as an element of the annual report to the Legislature required pursuant to Sections 14535 and 14536 of the Government Code.

(6) Reimbursements made to local agencies pursuant to this subdivision for expenditures of local voter approved sales and use tax revenues shall be used for the same purposes for which the imposition of the sales and use tax is authorized.

(7) A project which is constructed pursuant to this subdivision is ineligible for funding from the State-Local Transportation Partnership Program established by Chapter 16 (commencing with Section 2600) of Division 3 of the Streets and Highways Code.

(8) The commission, in consultation with the department and local transportation officials, shall develop and adopt guidelines to implement this subdivision.

#### **Use Of Federal Reimbursements**

*Added: Statutes of 1987, Chapter 1475*

14529.9. (a) A transportation planning agency, county transportation commission, or local transportation authority may, with the concurrence of the commission, request the department to make a portion of the cost of any project funded by a local entity that is included in the state transportation improvement program eligible for reimbursement by the federal government pursuant to Section 115 of Title 23 of the United States Code. The transportation planning agency, county transportation commission, or local transportation authority shall be responsible for the cost the department incurs in making the project's cost eligible for federal reimbursement.

(b) The transportation planning agency, county transportation commission, or local transportation authority and the department shall specify by agreement whether reimbursements for project costs received from the federal government pursuant to Section 115 of Title 23 of the United States Code shall be returned to the local funding entity for transportation projects or allocated to additional projects in the state transportation improvement program. For purposes of Sections 188 and 188.8 of the Streets and Highways Code, reimbursements to local entities shall be considered expenditures from the State Highway Account in the year the reimbursement occurs.

(c) For reimbursements which a local funding entity specifies are to be allocated to additional projects in the state transportation improvement program, the transportation planning agency, county transportation commission, or local transportation authority and the department, in making their recommendations,

and the commission, in adopting the state transportation improvement program, shall consider the recommendations of the local funding entity for projects to be funded from federal reimbursements received for a project the entity has funded. The reimbursements may not be used as substitute funding for projects the commission has included in the adopted state transportation improvement program and programmed to receive state and federal funds, other than those provided as reimbursement pursuant to Section 115 of Title 23 of the United States Code.

(d) The department, in its recommended funding estimate, shall identify the amount of project costs that can be made eligible for reimbursement pursuant to Section 115 of Title 23 of the United States Code. The department shall also estimate the amount of federal funds available for reimbursement in each year of the state transportation improvement program.

(e) Each year the department shall determine the actual amount of federal funds available for reimbursement pursuant to Section 115 of Title 23 of the United States Code and shall notify the commission and regional transportation planning agencies.

(f) In any federal fiscal year in which the department determines funding is available for reimbursement pursuant to Section 115 of Title 23 of the United States Code, the department shall seek reimbursement for locally funded projects in the order in which the projects were made eligible pursuant to subdivision (a). If the funds available are not sufficient to fully reimburse a locally funded project, the department shall seek reimbursement for the next project whose amount can be fully reimbursed. Projects bypassed for reimbursement in one fiscal year shall retain their priority in the next fiscal year in which funding is available.

(g) The commission shall not make a reimbursement pursuant to this section unless the department finds that implementation of advance construction of projects results in the state receiving federal funds in addition to those which would be received in the absence of advanced construction agreements under this section. Reimbursement shall only be made when the commission determines that all county minimum expenditures pursuant to Section 188.8 of the Streets and Highways Code can be reasonably met, that the minimum expenditures cannot be met for reasons not related to advance construction reimbursements, or when the county in which a reimbursement would be made is below its minimum expenditure amount pursuant to that section. A project bypassed for reimbursement under this subdivision in one fiscal year shall retain its priority in the next fiscal year in which funding is available.

(h) The department shall notify the commission within 30 days of applying for reimbursement by the federal government for locally funded projects.

### **Federal Reimbursement Guidelines And Procedures**

*Added: Statutes of 1987, Chapter 1475*

14529.10. The department shall recommend, and the commission shall adopt, guidelines and procedures to implement Sections 14529.8 [*Section 14529.8 was repealed by Statutes of 1992, Chapter 1243 (AB 3090)*] and 14529.9.

## **Sales Tax Projects**

*Added: Statutes of 1994, Chapter 1220 (AB 3132), (Section is repealed on 1/1/98 unless extended)*

14529.11. The following conditions apply to projects in the state highway system which are financed, in whole or in part, from retail transactions and use taxes as part of an identified expenditure plan.

(a) A local jurisdiction which chooses to provide its own financing for the construction or improvement of a state highway shall be responsible for determining the priority and delivery schedule of locally funded projects. The jurisdiction shall consult with the department in determining the schedules.

(b) The local jurisdiction shall request that the department, as the state agency responsible for determining the final concept and location of projects in the state highway system, prepare, or cause to be prepared, initial project reports in conjunction with the local jurisdiction. The request shall accompany or be predicated on a strategic plan developed by the local jurisdiction which includes information on the description, priority, and delivery schedule of all projects proposed by the local jurisdiction to be financed by retail transactions and use taxes. The department shall review the strategic plan to assess the department's long-term resource capabilities, and shall develop and submit a recommendation to the local jurisdiction for the management and conduct of all phases of the work to meet the priorities established by the local jurisdiction.

(c) The department shall use the initial project report prepared pursuant to subdivision (b) to determine and obtain initial agreements with the local jurisdiction on feasibility, concept, estimates, staging, limits, environmental considerations, and schedules. The department shall prepare the initial project report at state expense and within a timeframe established jointly by the local jurisdiction and the department. The local jurisdiction shall provide, at its expense, appropriate existing technical and financial information that may be needed to prepare the initial project report and may, at its option, provide other data to expedite preparation and approval, including draft initial project reports prepared with the approval of the department. After the department and the local jurisdiction have provided their initial approval, any change in project scope that causes any change in cost estimates or schedule shall be agreed upon by the local jurisdiction, the department and, where appropriate, the Federal Highway Administration.

(d) Upon completion of the initial project report, or at a time deemed appropriate by the local jurisdiction, the department shall respond within 30 days to a request from the local jurisdiction to prepare, or cause to be prepared, all project development work through environmental clearance for those projects financed by retail transactions and use taxes. The local jurisdiction's request shall include the local jurisdiction's final determination of the priority and delivery schedule of proposed projects. The determination may, but is not required to, match the initial agreements reached in the initial project report. If the department determines that it is able to comply with the request, the state shall pay for the project development work through environmental clearance. If the department and the local jurisdiction concur, the local jurisdiction may undertake project development work through environmental clearance at its own expense, under the oversight of the department. The cost of oversight shall be borne by the department.

(e) A local jurisdiction which has determined to utilize its own retail transactions and use taxes and any other local resources to fund the construction or improvement of a state highway project may, if the department is unable to comply with the request specified in subdivision (d), request the department to furnish the local jurisdiction with all information and assistance necessary to enable the local jurisdiction to proceed with the planning, design, right-of-way acquisition, and construction of the project. A local jurisdiction which chooses to proceed with project development work through environmental clearance pursuant to this section, is responsible for all the costs associated with the work. The department, however, shall provide the required oversight at state expense.

Upon receiving sufficient assurances that adequate local funding for the project will be made available by the local jurisdiction the department shall move expeditiously to furnish that information and assistance to the local jurisdiction within 90 days of the department's determination that it cannot comply with the request specified in subdivision (d). This information shall be made available only after the department has had the opportunity to determine whether it will be able to comply with the request specified in subdivision (d).

The project shall be designed, right-of-way acquired, and the environmental documents prepared in accordance with the department's practices for planning, design, right-of-way acquisition, and construction. The department shall prescribe these practices in policy and procedural memoranda within the 90-day period.

(f) The detailed application of the conditions prescribed by this section shall be set forth in an agreement between the department and the local jurisdiction.

(g) This section shall remain in effect only until January 1, 1998, and as of that date is repealed, unless a later enacted statute, which is enacted before January 1, 1998, deletes or extends that date.

### **Prior Commitments**

*Added: Statutes of 1988, Chapter 1106*

14529.14. Notwithstanding the repeal of Sections 14529.11, 14529.12, and 14529.13 on January 1, 1992, any project development work leading to environmental clearance that has been initiated by the department pursuant to Section 14529.11, 14529.12, or 14529.13 prior to January 1, 1992, shall be fully completed by the department.

The department and any local jurisdiction shall continue to honor any cooperative agreements executed prior to January 1, 1992, that were in conformance with those sections at the time of execution.

### **Deviation From State Transportation Improvement Program**

*Amended: Statutes of 1989, Chapter 105 (SB 300)*

14530. The commission may deviate, in the adoption of the state transportation improvement program, from a regional transportation improvement program based on a finding that there (a) are inconsistencies between the program and the appropriate guidelines, (b) are insufficient funds available to implement the program, (c) are conflicts between the regional transportation improvement programs, (d) are conflicts between a regional transportation improvement program and the department's recommendations in its transportation improvement program, (e) is an overriding state need for a project to adequately

accommodate interregional traffic, or (f) is no adopted congestion management program for a county in which a project is proposed.

### **State Transportation Improvement Program Guidelines**

*Amended: Statutes of 1990, Chapter 487 (SB 2593)*

14530.1. (a) The department, in cooperation with the commission, transportation planning agencies, and county transportation commissions and local governments, shall develop guidelines for the development of the state transportation improvement program, the regional transportation improvement program, and the incorporation of projects from the congestion management programs that are eligible for state funding into the regional transportation improvement program.

(b) The guidelines shall include, but not be limited to all of the following:

(1) Standards for project deliverability.

(2) Standards for determining the priority of projects within the county, within a region, and within a county group.

(3) Procedures for incorporating projects from the congestion management program into the regional transportation improvement program.

(4) Standards for identifying projects.

(5) Standards for cost estimating.

(6) Programming methods for increases and schedule changes.

(c) The guidelines shall be submitted to the commission by July 1, 1990. After conducting at least one hearing in northern California and one in southern California, the commission shall adopt the guidelines by September 1, 1990.

(d) The guidelines shall be the complete and full statement of the policy, standards, and criteria that the commission intends to use in selecting projects to be included in the state transportation improvement program.

(e) The commission may amend the adopted guidelines after conducting at least one public hearing. The commissions shall make a reasonable effort to adopt the amended guidelines prior to its adoption of the fund estimate pursuant to Section 14525. In no event shall the adopted guidelines be amended, or otherwise revised, modified, or altered during the period commencing 30 days after the adoption of the fund estimate pursuant to Section 14525 and before the adoption of the state transportation improvement program pursuant to Section 14529.

### **Early Project Development**

*Added: Statutes of 1989, Chapter 105 (SB 300)*

14530.5. (a) The department may perform project development work, as defined in Section 14524.16, for state highway capacity enhancement projects that are not included in the adopted state transportation improvement program if all of the following requirements are complied with:

(1) Because of the complexity of the project, the department's estimate of the amount of time necessary to complete project development exceeds seven years.

(2) There are demonstrable practical reasons why certain phases of the project development work [sic] to be done early. These reasons include, but are not limited, to assisting local agencies in the circulation element of their general plan, preservation of the right-of-way, opportunities to mitigate adverse environmental impacts.

(3) The department shows evidence of substantial cost saving as a result of early start on the project development work.

(4) The work is limited to what is necessary to make the project eligible for inclusion in a subsequent state transportation improvement program.

(5) The work does not interfere with or delay work on projects that are included in the adopted state transportation improvement program.

(6) Funding for the work is provided in the Budget Act.

(7) A request to perform the project development work, and the supporting documents therefor, are submitted to the commission.

(8) The commission verifies that the conditions specified in paragraphs (1) to (7), inclusive, are complied with.

(9) The commission and the department limit the number of projects qualifying under this section to an absolute minimum, consistent with availability of funds and project development staff available to the department.

(b) This section does not prohibit project development work on any of the following projects if the project meets the conditions specified in paragraphs (5), and (6) of subdivision (a):

(1) A project which is not required to be included in the state transportation improvement program.

(2) A capacity enhancement project on state highways to be funded by others.

(3) An interregional road system project included in the list submitted to the commission pursuant to Section 164.3 of the Streets and Highways Code.

### **STIP Amendments**

*Amended: Statutes of 1992, Chapter 1177 (SB 1435)*

14531. The commission may amend the state transportation improvement program as it deems appropriate.

Public notice of the proposed amendments to the program or the plan shall be made at least 30 days before the commission takes formal action on the proposed amendments. The notice shall include the text and complete description of the proposed amendments.

### **Conditions For Allocating Funds**

*Amended: Statutes of 1989, Chapter 105 (SB 300)*

14533. The commission shall allocate funds for transportation projects consistent with those provisions of the current and prior Budget Acts that apply to the use of the appropriated funds to be allocated. The commission shall not allocate funds for major projects required to be in a state transportation improvement program, or in the department's highway systems operation and protection plan, that are not included in the adopted state transportation improvement program or in the department's highway systems operation and protection plan, except as follows:

(a) The allocation is necessary for a response to an emergency condition which has placed either people or property in jeopardy or which has caused or threatens to cause closure of a critical state transportation facility or access to it.

(b) Costs will be significantly increased if the project is delayed pending amendment to the program.

(c) When bids are opened, it is necessary to obtain an additional allocation which will make the project a major project and the delay in amending the program will increase the cost of the project significantly.

(d) The allocation is to supplement funding for an advertised project.

### **Conditions For Advancing Funds**

*Amended: Statutes of 1984, Chapter 117*

14533.5. (a) The department shall advance funds for an exclusive public mass transit guideway project to a public entity eligible for those funds when all of the following conditions exist:

(1) The commission has allocated the funds pursuant to Section 14533 of this code and in accordance with Section 99317 of the Public Utilities Code or Section 199 of the Streets and Highways Code.

(2) The financing plan and the schedule for the project have been approved by the department pursuant to Section 14085.

(3) The department and the public entity have entered into a fund transfer agreement which specifies the terms of the advance and the procedure for periodic reimbursement of actual costs incurred for the project.

(4) The public entity has demonstrated to the satisfaction of the department that the advance is required to pay current expenses on the project for which the allocation is authorized.

(5) The advance does not exceed 10 percent of the allocation authorized.

(6) The advance will not jeopardize the timely discharge of the other commitments against the account in the State Transportation Fund from which the advance is made.

(b) If, upon completion of the project, the advance of funds, together with interest on the advance of funds earned for the full period of the advance equivalent to the average rate earned by investments in the Pooled Money Investment Account during the same period, exceeds that portion of the actual reimbursable costs for which the public entity has not been reimbursed, the public entity shall repay the excess amount to the state for deposit in the account from which the advance was made.

(c) If the department encounters any substantial problems in carrying out this section, it shall promptly prepare and submit to the Legislature a report which summarizes the procedures adopted to carry out the section, identifies any problems encountered, and indicates the direct and indirect costs to the state incurred in carrying out the section.

### **Minority Business Enterprise**

*Added: Statutes of 1988, Chapter 9*

14533.6. As used in this chapter:

(a) "Minority business enterprise" means a business concern which is all of the following:

(1) At least 51 percent owned by one or more minorities, or in the case of a publicly owned business, at least 51 percent of the stock of which is owned by one or more minorities.

(2) Managed by, and the daily business operations are controlled by, one or more minorities.

(3) A domestic corporation with its home office located in the United States.



(b) "Women business enterprise" means a business concern which is all of the following:

(1) At least 51 percent owned by a woman or, in the case of a publicly owned business, at least 51 percent of the stock of which is owned by one or more women.

(2) Managed by, and the daily business operations are controlled by, one or more women.

(3) A domestic corporation with its home office located in the United States.

### **Compliance With State Transportation Improvement Program**

*Amended: Statutes of 1982, Chapter 454*

14534. Upon the adoption of the state transportation improvement program, the Secretary of the Business, Transportation and Housing Agency, the commission, and the department shall act in accordance with the program in carrying out their respective powers and duties, except as otherwise provided by law.

The existing adopted state transportation improvement program shall remain in effect until a new state transportation improvement program is adopted by the commission.

## **CHAPTER 3. ANNUAL REPORT**

### **Commission's Annual Report**

*Amended: Statutes of 1984, Chapter 95*

*[Report required: Statutes of 1996 Chapter 970 (AB 116)]*

14535. The commission shall adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the State of California.

### **Contents Of Annual Report**

*Amended: Statutes of 1984, Chapter 95*

14536. The annual report shall consist of the following:

(a) An explanation and summary of major policies and decisions adopted by the commission during the previously completed state and federal fiscal year, with an explanation of any changes in policy associated with the performance of its duties and responsibilities over the past year.

(b) A final and comprehensive list of all major project allocations in the past year, including state transportation improvement program projects.

The annual report may include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature.

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CHAPTER 5. SHORT-TERM FINANCING  
Article 1. Findings and Declarations

**Immediate Financing Retrofit Projects**

*Amended: Statutes of 1991, Chapter 195 (SB 460)*

14560. (a) The Legislature hereby finds and declares that it is in the best interests of the people of California to immediately finance retrofit projects to make state highways safe during seismic events, and to offset any possible delays caused by these projects on approved state highway projects contained in the state transportation improvement program for 1990 and the 1990 Highway Systems Operation and Protection Plan and to authorize this financing from motor vehicle fuel tax revenues in order to achieve the greatest economic benefit in the completion of these projects.

(b) In order to accomplish these objectives, the Legislature has enacted this chapter.

**Additional Financing Mechanisms**

*Amended: Statutes of 1991, Chapter 195 (SB 460)*

14560.1. The Legislature further finds and declares:

(a) That additional financing mechanisms are necessary and desirable to alleviate cash-flow imbalances caused by the expected pattern of receipt of motor vehicle fuel tax revenues, in order to allow the state to proceed expeditiously to construct highway projects included in the 1990 State Transportation Improvement Program and the 1990 Highway Systems Operation and Protection Plan, which projects might otherwise be delayed because of the high priority given to seismic safety projects.

(b) That short-term financing mechanisms to anticipate receipt of motor vehicle fuel tax revenues may result in lower net costs to the state by avoiding increases in project costs arising from price inflation.

(c) That these financing mechanisms are therefore equivalent to and consistent with the use of motor vehicle fuel taxes as provided in subdivision (a) of Section 1 of Article XIX, and are not inconsistent with Section 5 of Article XIX of the California Constitution.

**Liberal Interpretation**

*Added: Statutes of 1990, Chapter 1328 (SB 196)*

14560.2. This chapter shall be liberally construed to effect its purpose and in a manner that will promote its purposes.

Article 2. General Financing Authorization

**Authorized Financing Mechanisms**

*Amended: Statutes of 1991, Chapter 194 (AB 981)*

14560.5. The commission may authorize short-term financing mechanisms which do not constitute bonds or debt requiring the approval of the voters under any provision of the California Constitution pursuant to this chapter for financing seismic safety retrofit projects or to mitigate the effects of the priority given to seismic safety retrofit projects on the construction or acquisition of any project

contained in the 1990 State Transportation Improvement Program and the 1990 Highway Systems Operation and Protection Plan for which the commission is authorized to allocate funds or for which the department is otherwise authorized to expend funds, and with respect to which the commission makes both of the following findings:

(a) That completion of the project proposed to be financed would be delayed solely due to a lack of funding directly attributable to the seismic safety retrofit program, causing it to be completed in a subsequent fiscal year.

(b) That before funds are expected to become available for the project to be financed, the benefits to the public are expected to exceed the expected cost of financing pursuant to the chapter. Public benefits include, but are not limited to, savings which are due to congestion reduction, reduction of property damage and injury, reduction in maintenance costs, and reduction in the costs of construction or right-of-way acquisition.

### **Contents Of Earthquake Retrofit Projects Report**

*Amended: Statutes of 1991, Chapter 195 (SB 460)*

14560.7. (a) Neither the department nor the commission shall enter into any agreement for professional services necessary for the preparation of or issuance of any financing instruments authorized pursuant to this chapter other than for the development of the report required pursuant to subdivision (b) or authorize the issuance of any financing instruments except pursuant to a specific authorization to do so contained in the annual Budget Act.

(b) The commission shall, in cooperation and consultation with the department, develop a report which includes (1) a detailed list of earthquake retrofit projects to be funded in the immediately following fiscal year; (2) an analysis of the impact of funding the earthquake retrofit projects on other projects contained in the state transportation improvement program for 1990 and the 1990 Highway Systems Operation and Protection Plan proposed for funding in the same fiscal year; (3) a statement of the specific conditions necessitating the accelerated funding of each project to be financed, including a schedule for completion of the project and the findings made pursuant to Section 14560.5; and (4) a specific request for authorization for the commission to enter into any related agreements, or to issue financing instruments as necessary. The report shall be adopted by the commission with the concurrence of the Director of Transportation, and shall be transmitted to the Legislature and the Governor by April 1 of each year.

### **Limited Contract Payments**

*Amended: Statutes of 1991, Chapter 195 (SB 460)*

14561. The total present value of the payments to be made pursuant to all contracts or notes entered into pursuant to this chapter shall not exceed the amount necessary to mitigate the effects of the priority given to seismic safety retrofit projects on projects contained in the state transportation improvement program for 1990 and the 1990 Highway Systems Operation and Protection Plan for which the commission is authorized to allocate funds.

**Separate And Complete Authority**

*Added: Statutes of 1990, Chapter 1328 (SB 196)*

14561.3. (a) This chapter is separate and complete authority for all of the actions authorized by this article. The issuance of short-term financing mechanisms pursuant to this chapter need not comply with any other provision of law applicable to the issuance of short-term financing instruments.

(b) Solely for the purpose of approving short-term financing mechanisms pursuant to this chapter, neither the commission nor the department shall be required to comply with *[sic]* of Division 13 (commencing with Section 21000) of the Public Resources Code.

### Article 3. Motor Vehicle Fuel Tax Anticipation Notes

**Commission 's Authority To Issue Notes**

*Amended: Statutes of 1991, Chapter 195 (SB 460)*

14562.1. If the commission determines that revenues derived from the motor vehicle fuel license tax and the use fuel tax are expected to be insufficient to pay for programmed seismic safety projects pursuant to appropriations made by the Legislature, and also for other projects included in the 1990 State Transportation Improvement Program and the 1990 Highway Systems Operation and Protection Plan without delay, but that sufficient revenues will be received over the period ending June 30, 2000, during which those appropriations are effective, specific authorization for short-term financing has been received in the Budget Act, and the commission and the department satisfy all the other requirements of Article 2 (commencing with Section 14560.5), the commission may adopt a resolution for the issuance of notes secured as provided in this article, and may, with the approval of the Director of Finance, issue notes to satisfy the appropriations made for seismic safety and other transportation projects prior to the receipt of reasonably anticipated income to pay those appropriations.

**Requirements For Notes**

*Amended: Statutes of 1991, Chapter 195 (SB 460)*

14562.3. (a) At the discretion of the Treasurer, notes issued pursuant to this article may be one or more of the following:

- (1) Negotiable.
- (2) Payable to order or to bearer.
- (3) Issued in any denomination.
- (4) Made payable on a fixed date or upon demand of the holder of the note.
- (5) Subject to prepayment or redemption at the option of the commission or at the option of the holder.

(b) Notes issued pursuant to this article (including notes issued to refund earlier notes) shall comply with all of the following requirement:

- (1) Mature not later than June 30, 2000, and shall not be renewable beyond that date.
- (2) Bear interest at a rate or rates to be determined and payable as provided by the resolution adopted by the commission.
- (3) Contain any other provisions which the commission deems appropriate.

**Commission May Not Pledge Credit Or Taxing Powers Of The State**

*Amended: Statutes of 1992, Chapter 427 (AB 3181)*

14562.4. Any revenues contained in the State Highway Account in the State Transportation Fund during the period ending June 30, 2000, for which the notes are outstanding, are available for the payment of those notes and the interest on them until they are fully paid and discharged. There shall be created a first lien and security interest on revenues derived from the motor vehicle fuel license tax and the use fuel tax in the State Highway Account to secure all notes issued under this article. No notes issued pursuant to this article shall be or become a lien, charge, or liability against the State of California or against its property or funds except to the extent of the pledges expressly made by this article. Every note issued pursuant to this article shall contain a recital on its face stating that neither the payment of the principal nor any part of it, nor any interest on it, constitutes a debt, liability, or general obligation of the State of California other than as provided in this article. The commission may not pledge the credit or taxing power of the state.

\* \* \* \* \*

**Division 4 Title 2.****Specified Period State Funds Available For Encumbrance**

*Amended: Statutes of 1979, Chapter 373*

16304. An appropriation shall be available for encumbrance during the period specified therein, or, if not otherwise limited by law, for three years after the date upon which it first became available for encumbrance. An appropriation containing the term "without regard to fiscal years" shall be available for encumbrance from year to year until expended.

An appropriation shall be deemed to be encumbered at the time and to the extent that a valid obligation against the appropriation is created.

As used in this code and in every other statute heretofore or hereafter enacted, the term "unexpended balance" shall be construed to mean "unencumbered balance".

Appropriations for the following purposes are exempt from limitations as to period of availability in any appropriation, and shall remain available from year to year until expended:

(a) Payment of interest and redemption charges on any portion of the bonded debt of the state.

(b) Transfers of money from any fund for the benefit of elementary schools, high schools, community colleges, the University of California, or any interest and sinking fund in the State Treasury.

(c) Appropriations made for cooperative work under specific agreement or under contract.

(d) Monday transferred to revolving funds specifically created by law, including, but not limited to, the Architecture Revolving Fund and the Water Resources Revolving Fund.

(e) Appropriations available for the acquisition of real property to the extent that such appropriations have been encumbered by the filing of condemnation proceedings on behalf of the State of California prior to the expiration of the period of availability of the appropriation.

(f) Money transferred to and expendable from funds other than the fund in which originally deposited, pursuant to the provisions of law earmarking or appropriating for expenditure certain classes of revenue or other receipts.

g) Continuing provisions of law appropriating for specific purposes certain classes of revenue or other receipts, upon their deposit in a particular fund in the State Treasury or upon their collection by an agency of this state.

### **State Funds Disbursed In Liquidation Of Encumbrances**

*Amended: Statutes of 1994, Chapter 726 (AB 3069)*

16304.1. Disbursements in liquidation of encumbrances may be made before or during the two years following the last day an appropriation is available for encumbrance, except in the case of a fund made up of federal funds. Disbursements in liquidation of encumbrances may be made before or during the four years following the last day an appropriation of federal funds is available for encumbrance. Whenever, during either liquidation period, the Director of Finance determines that the project for which the appropriation was made is completed and that a portion of the appropriation is not necessary for disbursements, that portion shall, upon order of the Director of Finance, revert to and become a part of the fund from which the appropriation was made. Upon the expiration of two years, or four years in the case of a fund made up of federal funds, following the last day of the period of its availability, the undisbursed balance in any appropriation shall revert to and become a part of the fund from which the appropriation was made. Subsequent to reversion any unpaid encumbrance against the appropriation may be paid from any current appropriations available for the same purposes.

To the extent that appropriations are exempt from limitations as to periods of availability under Section 16304, they shall not be subject to the provisions of this section.

## **Article 11. Transportation Fund**

### **Los Angeles County Bailout - Fiscal Realignment Revenues**

*Added: Statutes of 1995, Chapter 518 (SB 727)*

29530.3 (a) Notwithstanding any other provision of law, with respect to local sales and use taxes levied for the 1995-96 fiscal year, the board of supervisors for the County of Los Angeles may, upon the adoption of a resolution approved by a majority of all of its members no later than October 1, 1995, modify its contract with the State Board of Equalization, as described in Section 29530, to require that fiscal realignment revenues be deposited in the county general fund. For purposes of this section, "fiscal realignment revenues" means that amount of those county sales and use tax revenues described in Section 29530 that otherwise would be allocated from the county's local transportation fund to the Los Angeles County Metropolitan Transportation Authority for the 1995-96 fiscal year, not exceeding one hundred fifty million dollars (\$150,000,000).

(b) It is the intent of the Legislature that funds made available to the County of Los Angeles pursuant to this section be used for the purpose of funding county owned and contracted health services, and that these funds not be used to supplant other county funds that have historically been used to fund county health services.

(c) This section shall remain in effect only until January 1, 1997, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 1997, deletes or extends that date.

### **Appropriation To Transportation Planning Agencies Funds**

*Amended: Statutes of 1992, Chapter 1172 (AB 3799)*

29532. From funds appropriated pursuant to Section 29531, the county auditor shall pay to public transportation entities the amounts allocated by the transportation planning agencies designated by the Director of Transportation as follows:

(a) For a county included within the jurisdiction of a statutorily created regional transportation planning agency, that agency.

(b) For a county which is not included within the jurisdiction of a statutorily created regional transportation planning agency but for which there is a council of governments, and an election has not been made pursuant to Section 29536, that council. For a county which is not included within the jurisdiction of a statutorily created regional transportation planning agency but for which there is a council of governments for which an election has been made under Section 29536 to form a local transportation commission, the local transportation commission authorized in Section 29535.

(c) For a county not within the jurisdiction of a statutorily created regional transportation planning agency or a council of governments, the local transportation commission authorized in Section 29535.

(d) Upon the request of a county within the jurisdiction of the multicounty designated transportation planning agency, as defined in Section 130004 of the Public Utilities Code, that agency.

### **Designation Of Transportation Planning Agencies In Northern California**

*Amended: Statutes of 1996, Chapter 436 (SB 902)*

29532.1. Pursuant to subdivision (a) of Section 29532, each of the following entities is designated the transportation planning agency for its respective area:

(a) The Metropolitan Transportation Commission created by Title 7.1 (commencing with Section 66500).

(b) The Tahoe Regional Planning Agency created by interstate compact and ratified by Title 7.4 (commencing with Section 66800).

(c) The Placer County Transportation Planning Agency created by Title 7.91 (commencing with Section 67910).

(d) The Nevada County Transportation Planning Agency created by Title 7.92 (commencing with Section 67920).

(e) The Transportation Agency of Monterey County created pursuant to Title 7.93 (commencing with Section 67930).

(f) The Santa Cruz County Regional Transportation Commission created by Title 7.94 (commencing with Section 67940).

(g) The El Dorado County Transportation Planning Agency created by Title 7.95 (commencing with Section 67950).

**Designation Of Transportation Planning Agencies In Southern California**

*Amended: Statutes of 1992, Chapter 1172 (AB 3799)*

29532.4. (a) Notwithstanding subdivision (d) of Section 29532, the county transportation commission created in the Counties of Los Angeles, Orange, Riverside, and San Bernardino by Division 12 (commencing with Section 130000) of the Public Utilities Code shall not be designated by the Director of Transportation as the transportation planning agency for the area under its jurisdiction, and the Imperial Valley Association of Governments in Imperial County shall not be designated the transportation planning agency for the area under its jurisdiction.

(b) Notwithstanding Section 29532, for the purposes of Chapter 4 (commencing with Section 99200) of Part 11 of Division 10 of the Public Utilities Code, "transportation planning agency" means the county transportation commission created in the Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura by Division 12 (commencing with Section 130000) of the Public Utilities Code, and also includes the Imperial Valley Association of Governments in Imperial County. The county auditor in each of those counties shall pay to the public transportation entities in the county the amounts allocated by the respective commissions or that association of governments, as the case may be.

\* \* \* \* \*

**TITLE 7. PLANNING AND LAND USE**

**DIVISION 1. PLANNING AND ZONING**

**CHAPTER 2.3. LONG-RANGE TRANSPORTATION PLANNING**

**Legislative Findings**

*Added: Statutes of 1992, Chapter 1177 (SB 1435)*

65070. (a) The Legislature finds and declares, consistent with Section 65088, that it is in the interest of the State of California to have an integrated state and regional transportation planning process. It further finds that federal law mandates the development of a state and regional long-range transportation plan as a prerequisite for receipt of federal transportation funds. It is the intent of the Legislature that the preparation of these plans shall be a cooperative process involving local and regional government, transit operators, congestion management agencies, and the goods movement industry and that the process be a continuation of activities performed by each entity and be performed without any additional cost.

(b) The Legislature further finds and declares that the last attempt to prepare a California Transportation Plan occurred between 1973 and 1977 and resulted in the expenditure of over eighty million dollars (\$80,000,000) in public funds and did not produce a usable document. As a consequence of that, the Legislature delegated responsibility for long-range transportation planning to the regional planning agencies and adopted a seven-year programming cycle instead of a longer range planning process for the state.



(c) The Legislature further finds and declares that the Transportation Blueprint for the Twenty-First Century (Chapters 105 and 106 of the Statutes of 1989) is a long-range state transportation plan that includes a financial plan and a continuing planning process through the preparation of congestion management plans and regional transportation plans, and identifies major interregional road networks and passenger rail corridors for the state.

#### **Cost To Prepare Plan**

*Added: Statutes of 1992, Chapter 1177 (SB 1435)*

65071. The department may prepare a California Transportation Plan consistent with federal and state law and specifically identify in its budget the cost to prepare the plan. The total state and federal funds expended by state agencies for the purpose of preparing, reviewing, and adopting the plan to be submitted in December 1993, shall not exceed one million dollars (\$1,000,000).

#### **Elements Of Plan**

*Added: Statutes of 1992, Chapter 1177 (SB 1435)*

65072. The California Transportation Plan shall include all of the following:

(a) A policy element that describes the state's transportation policies and system performance objectives. These policies and objectives shall be consistent with legislative intent described in Sections 14000, 14000.5, and 65088. For the plan to be submitted in December 1993, the policy element shall address any opportunities for changes or additions to state legislative policy direction or statute.

(b) A strategies element that shall incorporate the broad system concepts and strategies synthesized from the adopted regional transportation plans prepared pursuant to Section 65080. The California Transportation Plan shall not be project specific.

(c) A recommendations element that includes economic forecasts and recommendations to the Legislature and the Governor to achieve the plan's broad system concepts, strategies, and performance objectives.

#### **Plan Adopted By Governor**

*Added: Statutes of 1992, Chapter 1177 (SB 1435)*

65073. The department shall submit the California Transportation Plan to the Governor by December 1, 1993. The department shall make a draft of its proposed plan available to the Legislature, the commission, and the regional transportation planning agencies for review and comment. The commission may present the results of its review and comment to the Legislature and the Governor. The Legislature intends to hold public hearings and submit its comments to the department and the Governor by conducting joint hearings of the Transportation Committees of the Senate and Assembly. The Governor shall adopt the plan and submit the plan to the Legislature and the Secretary of the United States Department of Transportation.

#### **Federal Statewide Transportation Improvement Program**

*Added: Statutes of 1992, Chapter 1177 (SB 1435)*

65074. The Department of Transportation shall prepare, in cooperation with the metropolitan planning agencies, a federal transportation improvement

program in accordance with subsection (f) of Section 135 of Title 23 of the United States Code. The federal transportation improvement program shall be submitted by the department to the United States Secretary of Transportation, by October 1 of each even-numbered year.

## CHAPTER 2.5. TRANSPORTATION PLANNING AND PROGRAMMING

### **Regional Transportation Plan /Improvement Program**

*Amended: Statutes of 1992, Chapter 1177 (SB 1435)*

65080. (a) Except as provided in subdivisions (c) and (d), each transportation planning agency designated under subdivision (a), (b), (c), or (d) of Section 29532 shall prepare a regional transportation plan and a regional transportation improvement program directed at the achievement of a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short- and long-term future, and shall present clear, concise policy guidance to local and state officials. The program shall support and be consistent with the plan. Each transportation planning agency shall consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies.

(b) Each transportation planning agency shall adopt a regional transportation plan which includes consideration of the factors specified in Section 134 of Title 23 of the United States Code, and, if it prepares a regional transportation improvement program, shall adopt a program. Prior to adoption, a public hearing shall be held, after the giving of notice of the hearing by publication in the affected county or counties pursuant to Section 6061. Prior to the adoption of the program, the governing body or the designated policy committee of the transportation planning agency shall consider the relationship between the program and the adopted plan. Each transportation planning agency shall adopt and submit, not later than April 1, 1990, and December 1 of each odd-numbered year thereafter, an updated regional transportation improvement program as specified in Section 65082, and biennially, not later than June 1, 1993, and December 1 of each even-numbered year thereafter, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation.

(c) A transportation planning agency designated under subdivision (b) of Section 29532 may have the regional transportation plan for the area under its jurisdiction prepared by the Department of Transportation by adopting a resolution to that effect prior to July 1, 1978. In that case, Section 65080.5 applies to the agency.

(d) The regional transportation improvement program shall be prepared and adopted only by the transportation planning agencies and by county transportation commissions representing urbanized areas of 50,000 or more in population. The department shall prepare the programs, on a state transportation district basis, for all other areas of the state.

**Planning Agency Redesignation**

*Amended: Statutes of 1982, Chapter 681*

65080.1. Once preparation of a regional transportation plan has been commenced by or on behalf of a designated transportation planning agency, the Secretary of the Business, Transportation and Housing Agency shall not designate a new transportation planning agency pursuant to Section 29532 for all or any part of the geographic area served by the originally designated agency unless he or she first determines that redesignation will not result in the loss to California of any substantial amounts of federal funds.

**San Diego Planning**

*Amended: Statutes of 1978, Chapter 669*

65080.2. A transportation planning agency which has within its area of jurisdiction a transit development board established pursuant to Division 11 (commencing with Section 120000) of the Public Utilities Code shall include, in the regional transportation improvement program prepared pursuant to Section 65080, those elements of the transportation improvement program prepared by the transit development board pursuant to Section 120353 of the Public Utilities Code relating to funds made available to the transit development board for transportation purposes.

**Regional Transportation Plan Preparation**

*Amended: Statutes of 1982, Chapter 681*

65080.5. (a) For each area for which a transportation planning agency is designated under subdivision (c) of Section 29532, or adopts a resolution pursuant to subdivision (c) of Section 65080, the Department of Transportation, in cooperation with the transportation planning agency, and subject to subdivision (e), shall prepare the regional transportation plan, and the updating thereto, for that area and submit it to the governing body or designated policy committee of the transportation planning agency for adoption. Prior to adoption, a public hearing shall be held, after the giving of notice of the hearing by publication in the affected county or counties pursuant to Section 6061. Prior to the adoption of the regional transportation improvement program by the transportation planning agency if it prepared the program, the transportation planning agency shall consider the relationship between the program and the adopted plan. The adopted plan and program, and the updating thereto, shall be submitted to the California Transportation Commission and the department pursuant to subdivision (b) of Section 65080.

(b) In the case of a transportation planning agency designated under subdivision (c) of Section 29532, the transportation planning agency may prepare the regional transportation plan for the area under its jurisdiction pursuant to this chapter, if the transportation planning agency, prior to July 1, 1978, adopts by resolution a declaration of intention to do so.

(c) In those areas that have a county transportation commission created pursuant to Section 130050 of the Public Utilities Code, the multicounty designated transportation planning agency, as defined in Section 130004 of that code, shall prepare the regional transportation plan and the regional transportation improvement program in consultation with the county transportation commissions.

(d) Any transportation planning agency which did not elect to prepare the initial regional transportation plan for the area under its jurisdiction, may prepare the updated plan if it adopts a resolution of intention to do so at least one year prior to the date when the updated plan is to be submitted to the California Transportation Commission.

(e) If the department prepares or updates a regional transportation improvement program or regional transportation plan, or both, pursuant to this section, the state-local share of funding the preparation or updating of the plan and program shall be calculated on the same basis as though the preparation or updating were to be performed by the transportation planning agency and funded under Sections 99311, 99313, and 99314 of the Public Utilities Code.

### **Contents Of Regional Transportation Plan**

*Amended: Statutes of 1991, Chapter 164 (AB 84)*

65081. The regional transportation plan shall include:

(a) A policy element that considers important transportation issues and describes the desired short- and long-range transportation goals, and pragmatic objective and policy statements. The objective and policy statements shall consider probable funding constraints.

(b) An action element that describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. The action element shall also include a program for developing intracity and intercity bicycle programs.

The action element shall include all congestion management programs adopted pursuant to Chapter 2.6 (commencing with Section 65088).

(c) A financial element that summarizes the cost of plan implementation, compares these costs to a realistic projection of available revenues, and includes estimates of expected surplus and deficits. It shall contain recommendations for the allocation of funds and for the development of new sources of revenues if needed.

### **Airport Ground Access**

*Added: Statutes of 1990, Chapter 878 (SB 2487)*

65081.1. (a) After consultation with other regional and local transportation agencies, each transportation planning agency whose planning area includes a primary air carrier airport shall, in conjunction with its preparation of an updated regional transportation plan pursuant to Section 65081, include an airport ground access improvement program.

(b) The program shall address the development and extension of mass transit systems, including passenger rail service, major arterial and highway widening and extension projects, and any other ground access improvement projects the planning agency deems appropriate.

(c) Highest consideration shall be given to mass transit for airport access improvement projects in the program.

(d) If federal funds are not available to a transportation planning agency for the costs of preparing or updating an airport ground access improvement program, the agency may charge the operators of primary air carrier airports within its planning area for the direct costs of preparing and updating the program. An airport operator against whom charges are imposed pursuant to

the subdivision shall pay the amount of those charges to the transportation planning agency.

### **Special Corridors Designated**

*Added: Statutes of 1992, Chapter 754 (AB 3719)*

65081.3. (a) As a part of its adoption of the regional transportation plan, the designated county transportation commission, regional transportation planning agency, or the Metropolitan Transportation Commission may designate special corridors, which may include, but are not limited to, adopted state highway routes, which, in consultation with the Department of Transportation, cities, counties, and transit operators directly impacted by the corridor, are determined to be of statewide or regional priority for long-term right-of-way preservation.

(b) Prior to designating a corridor for priority acquisition, the regional transportation planning agency shall do all of the following:

(1) Establish geographic boundaries for the proposed corridor.

(2) Complete a traffic survey, including a preliminary recommendation for transportation modal split, which generally describes the traffic and air quality impacts of the proposed corridor.

(3) Consider the widest feasible range of possible transportation facilities that could be located in the corridor and the major environmental impacts they may cause to assist in making the corridor more environmentally sensitive and, in the long term, a more viable site for needed transportation improvements.

(c) A designated corridor of statewide or regional priority shall be specifically considered in the certified environmental impact report completed for the adopted regional transportation plan required by the California Environmental Quality Act, which shall include a review of the environmental impacts of the possible transportation facilities which may be located in the corridor. The environmental impact report shall include a survey within the corridor boundaries to determine if there exist any of the following:

(1) Rare or endangered plant or animal species.

(2) Historical or cultural sites of major significance.

(3) Wetlands, vernal pools, or other naturally occurring features.

(d) The regional transportation planning agency shall designate a corridor for priority acquisition only if, after a public hearing, it finds that the range of potential transportation facilities to be located in the corridor can be constructed in a manner which will avoid or mitigate significant environmental impacts or values identified in subdivision (c), consistent with the California Environmental Quality Act and the state and federal Endangered Species Acts

(e) Notwithstanding any other provision of this section, a corridor of statewide or regional priority may be designated as part of the regional transportation plan only if it has previously been specifically defined in the plan required pursuant to Section 134 and is consistent with the plan required pursuant to Section 135 of Title 23 of the United States Code.

### **CTC Adoption Of Regional Transportation Improvement Program**

*Amended: Statutes of 1996, Chapter 293 (AB 2419)*

65082. (a) A seven-year regional transportation improvement program shall be prepared, adopted, and submitted to the California Transportation Commission on or before December 1 of each odd-numbered year, updated every

two years, pursuant to Sections 65080 and 65080.5 and the guidelines adopted pursuant to Section 14530.1, to include projects and programs proposed to be funded, in whole or in part, by funds which are any of the following:

(1) For flexible congestion relief projects, as defined in Section 164.2 of the Streets and Highways Code.

(2) For urban rail transit and commuter rail projects.

Major projects shall include an escalated current cost updated to at least November 1 of the year of submittal, and be listed by relative priority, taking into account need, delivery milestone dates, as defined in Section 14525.5, and the availability of funding.

(b) Congestion management programs adopted pursuant to Section 65089 shall be incorporated into the regional transportation improvement program submitted to the commission by December 15 of each odd-numbered year.

(c) The incorporation of the congestion management program into the regional transportation improvement program required to be submitted to the commission by December 1, 1991, may be delayed for a period not to exceed one year if an environmental impact report is required to be prepared for the congestion management program pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code, and the following conditions are met:

(1) The agency, as defined by Section 65088.1, adopts written findings that the congestion management program cannot be incorporated into the regional transportation improvement program by December 1, 1991, due to the time required to prepare an environmental impact report pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code.

(2) The agency adopts a schedule for development of the congestion management program that will result in its adoption no later than December 1, 1992, and submits a report to the Legislature by July 1, 1992, on the progress of complying with this section.

(3) The agency, county, and cities take every action necessary to assure the congestion management program will be adopted by December 1, 1992.

(d) If the incorporation of the congestion management program into the regional transportation improvement program is delayed pursuant to subdivision (c), both of the following shall apply:

(1) Any project included in the state transportation improvement program or the traffic systems management program prior to December 1, 1992, which is otherwise required to be included in the congestion management program, pursuant to subdivision (e), but which is not included in the congestion management program to be incorporated into the regional transportation improvement program pursuant to subdivision (b), shall be deleted from the state transportation improvement program or the traffic systems management program.

(2) Local projects which are otherwise required to be included in the congestion management program, pursuant to subdivision (e), may be included in the regional transportation improvement program to be submitted to the California Transportation Commission by December 1, 1991. Any local project which is included in the regional transportation improvement program after December 1, 1991, but prior to December 1, 1992, which is otherwise required to be included in the congestion management program, but which is not included in the congestion management program to be incorporated into the regional

transportation improvement program pursuant to subdivision (b), shall be deleted from the regional transportation improvement program.

(e) Local projects not included in a congestion management program shall not be included in the regional transportation improvement program. Projects and programs adopted pursuant to subdivision (a) shall be consistent with the seven-year capital improvement program adopted pursuant to paragraph (5) of subdivision (b) of Section 65089, and the guidelines adopted pursuant to Section 14530.1.

(f) Other projects may be included in the regional transportation improvement program if listed separately.

(g) Unless a county not containing urbanized areas of over 50,000 population notifies the Department of Transportation by July 1 that it intends to prepare a regional transportation improvement program for that county, the department shall, in consultation with the affected local agencies, prepare the program for all counties for which it prepares a regional transportation plan.

(h) The regional transportation improvement program may not change the project delivery milestone date of any state project as shown in the prior adopted state transportation program without the consent of the department or other agency responsible for the project delivery.

(i) The requirements for incorporating a congestion management program into a regional transportation improvement program specified in this section do not apply in those counties that do not prepare a congestion management program in accordance with Section 65088.3

### **High Density Residential Development**

*Added: Statutes of 1990, Chapter 1304 (SB 2559)*

65083. As part of implementation of the demonstration program established pursuant to Section 14045 of the Government Code, the regional transportation planning agency preparing the seven-year regional transportation improvement program pursuant to Section 65082 shall consider those exclusive mass transit guideway projects where the applicant and the local entity responsible for land use decisions have entered into a binding agreement to promote high density residential development within one-half mile of a mass transit guideway station. Any project selected by the agency which is located in a demonstration site shall be considered for inclusion in the regional transportation improvement program. This section shall not preclude the agency from applying the criteria for making awards which may be required or permitted pursuant to other provisions of law.

### **County Transportation Director**

*Added: Statutes of 1972, Chapter 2459*

65084. In order to insure coordinated planning, development, and operation of transportation systems of all types and modes, the board of supervisors of each county may appoint a county director of transportation, and specify the extent of the responsibilities of such officer.

### **County Officer Designation**

*Added: Statutes of 1972, Chapter 2459*

65085. The board of supervisors may designate any county officer who is properly qualified to serve as the county director of transportation.

### **Long-Term System Planning**

*Added: Statutes of 1987, Chapter 878*

65086. (a) The Department of Transportation shall carry out long-term state highway system planning to identify future highway improvements and new transportation corridors through route concept reports.

(b) The department, in conjunction with transportation planning agencies, shall develop specific project listings for the initiation of project studies reports resulting in project candidates for inclusion in regional transportation plans and the state transportation improvement program as required by Section 14529.

### **Future Project Development List**

*Added: Statutes of 1990, Chapter 715 (AB 2038)*

65086.4. (a) In addition to the regional transportation improvement program, the entity adopting that program may prepare and adopt a future development list of capacity increasing state highway projects in priority order for purposes of the initiation of project studies reports. If the list is prepared within the area of the multicounty designated transportation planning agency, as defined in Section 130004 of the Public Utilities Code, each county transportation commission shall adopt, for the area within its jurisdiction, a future development list of capacity increasing state highway projects in priority order. The future development list adopted by the multicounty transportation planning agency shall include the lists separately adopted by each county transportation commission. These lists shall be limited to the regional summation of funds available for capacity-improvement projects in the adopted state transportation improvement program when distributed according to the county minimum formula defined in Section 188.8 of the Streets and Highways Code.

(b) The list shall be submitted to the Department of Transportation and shall be used solely for the purpose of preparing the project studies report. The list shall not be subject to review and approval by the California Transportation Commission and shall not be included in the state transportation improvement program.

### **Project Study Reports**

*Amended: Statutes of 1990, Chapter 715 (AB 2038)*

65086.5. (a) To the extent that the work does not jeopardize the delivery of the projects in the adopted state transportation improvement program, the Department of Transportation shall prepare a project studies report for each capacity increasing state highway project which is listed on the regional list submitted to the department pursuant to subdivision (b) of Section 65086.4. The project studies report shall include the project-related factors of limits, description, scope, costs, and the amount of time needed for initiating construction. If a regional list is not consistent with the financial limitation of subdivision (a) of Section 65086.4, projects for that region may be limited in priority order to the funding limit for that region.

(b) The Department of Transportation shall seek assistance from regional and local transportation agencies or other entities for the preparation of project studies reports for projects contained in the list prepared, adopted, and submitted pursuant to Section 65086.4 when the report cannot be completed so as to allow a project to be eligible for inclusion in the upcoming state transportation



improvement program. Whenever project studies reports are performed by an entity other than the Department of Transportation, the department shall review and approve the report.

(c) The Department of Transportation may be requested to prepare a project studies report for a capacity-increasing state highway project which is being proposed for inclusion in a future state transportation improvement program. The department shall have 30 days to determine whether it can complete the requested report in a timely fashion. If the department determines that it cannot complete the report in a timely fashion, the requesting entity may prepare the report. Upon submission of a project studies report to the department by the entity, the department shall complete its review and provide its comments to that entity within 60 days from the date of submission. The department shall complete its review and final determination of a report which has been revised to address the department's comments within 30 days following submission of the revised report.

(d) The Department of Transportation, in consultation with representatives of cities, counties, and regional transportation planning agencies, shall prepare draft guidelines for the preparation of project studies reports by all entities. The guidelines shall address the development of reliable cost estimates. The department shall submit the draft guidelines to the California Transportation Commission not later than July 1, 1991. The commission shall adopt the final guidelines not later than October 1, 1991. Guidelines adopted by the commission shall apply only to project studies reports commenced after October 1, 1991.

## CHAPTER 2.6. CONGESTION MANAGEMENT

### **Legislative Findings And Declarations**

*Added: Statutes of 1989, Chapter 106 (AB 471)*

65088. The Legislature finds and declares all of the following:

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars (\$3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

## **Definitions**

*Amended: Statutes of 1994, Chapter 1146 (AB 1963)*

65088.1. As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

(b) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

(c) "Commission" means the California Transportation Commission.

(d) "Department" means the Department of Transportation.

(e) "Local jurisdiction" means a city, a county, or a city and county.

(f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space

A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(g) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(h) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-directional vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.

(i) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, nonmotorized and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies varies by county and region in accordance with the size and complexity of different urbanized areas.

(j) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

(k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

**Local Government Exemption**

*Amended: Statutes of 1996, Chapter 293 (AB 2419)*

65088.3. This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.

**Meeting Federal Requirements**

*Added: Statutes of 1996, Chapter 1154 (AB 3020)*

65088.5. Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

**Congestion Management Program**

*Amended: Statutes of 1996, Chapter 293 (AB 2419)*

65089. (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A. When the level of service on a segment or at an intersection fails to attain the established

level of service standard, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) (A) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4). The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alternation [SIC]. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning

agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in parking requirements otherwise in effect for new commercial development.

(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

### **Trip Reduction Plan**

*Added: Statutes of 1994, Chapter 534 (SB 1134)*

65089.1. (a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

(b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer, bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving a plan.

(c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.

(d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.

(e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.

(f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified

in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

(g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

### **Regional Agency Review**

*Amended: Statutes of 1994, Chapter 1146 (AB 1965)*

65089.2. (a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

(c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

(2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be adopted within a period of 18 months after designation by the Governor.

(d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.

(2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multicounty regional transportation planning agency, should be mediated and resolved by the Secretary of Business, Housing and Transportation Agency, or an employee of that agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.

(e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures

pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

### **Monitoring Plan Implementation**

*Amended: Statutes of 1996, Chapter 293 (AB 2419)*

65089.3. The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collected and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collected and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

(a) Adoption and implementation of a trip reduction and travel demand ordinance.

(a) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

(c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

### **Deficiency Plan**

*Added: Statutes of 1994, Chapter 1146 (AB 1963)*

65089.4. (a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

(1) An analysis of the cause of the deficiency. This analysis shall include the following:

(A) Identification of the cause of the deficiency.

(B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of

impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.

(2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved nonmotorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f). Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.



(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.

(3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.

(f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:

(1) Interregional travel.

(2) Construction, rehabilitation, or maintenance of facilities that impact the system.

(3) Freeway ramp metering.

(4) Traffic signal coordination by the state or multi-jurisdictional agencies.

(5) Traffic generated by the provision of low-income and very low income housing.

(6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and

(B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.

(g) For the purposes of this section, the following terms have the following meanings:

(1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

(2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

### **Determination Of Non-Conformance**

*Amended: Statutes of 1994, Chapter 1146 (AB 1963)*

65089.5. (a) If, pursuant to the monitoring provided for Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.

(2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

### **Failure To Complete**

*Amended: Statutes of 1994, Chapter 1146 (AB 1963)*

65089.6. Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.

### **Development Agreement Exception**

*Amended: Statutes of 1994, Chapter 1146 (AB 1963)*

65089.7. A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

### **Demonstration Study**

*Added: Statutes of 1994, Chapter 1146 (AB 1963)*

65089.9. The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars (\$50,000) from the Transportation Planning and Development Account in the State Transportation Fund to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not later than June 30, 1997, regarding the findings of each demonstration project.

### **Bay Area Air Quality Management District**

*Added: Statutes of 1995, Chapter 950 (AB 414)*

65089.10. Any congestion management agency that is located in the Bay Area Air Quality Management District and receives funds pursuant to Section 44241 of the Health and Safety Code for the purpose of implementing paragraph (3) of

subdivision (b) of Section 65089 shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of the chapter.

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## ***TITLE 7.7. CALIFORNIA COMMUTER AND INTERCITY TRANSIT RIGHT-OF-WAY PRESERVATION ACT***

### **CHAPTER 1. GENERAL PROVISIONS**

#### **Right-Of-Way Preservation Act**

*Added: Statutes of 1989, Chapter 1039 (SB 1562)*

67410. This title shall be known and may be cited as the California Commuter and Intercity Transit Right-of-Way Preservation Act.

#### **Definitions**

*Added: Statutes of 1989, Chapter 1039 (SB 1562)*

67421. As used in this title, unless the context requires otherwise:

(a) "Acquisition," and any form of that word, means the method by which a public agency obtains the right to use a right-of-way for passenger rail purposes, including, but not limited to, purchase, lease, lease with option to purchase, and joint use of a right-of-way.

(b) "Commission" means the California Transportation Commission.

(c) "Commuter rail service" means any commuter passenger rail or urban rail transit service, as defined in Section 164.50 of the Streets and Highways Code, and may include exclusive busways.

(d) "Department" means the Department of Transportation.

(e) "Intercity rail service" has the same meaning as intercity rail, as defined in subdivision (d) of Section 164.55 of the Streets and Highways Code.

### **CHAPTER 2. RAIL RIGHT-OF-WAY INVENTORIES**

#### **Department Right-Of-Way Inventories**

*Added: Statutes of 1989, Chapter 1039 (SB 1562)*

67460. The department shall prepare and submit to the commission an Intercity Rail Right-of-Way Inventory, by April 30, 1990, for the state consisting of all of the following:

(a) A detailed survey considering all existing plans, data bases, technical information, patronage studies, and other relevant data that is available from federal, state, local and private entities on potential intercity rail routes. In identifying potential railroad right-of-way acquisitions, the department shall give priority consideration to intercity rail corridors identified in subdivision (e) of Section 164.55 of the Streets and Highways Code. In particular, the survey shall include actual intercity rail experiences of other states and foreign countries. In assembling material for the survey, the department shall attempt to avoid recreating work already accomplished and available from other sources.

(b) A statewide survey of all potentially available and suitable rights-of-way for intercity rail development. The survey shall include rights-of-way owned by railroad corporations which may or may not be for sale at the present time, and shall give full consideration to the potential for passenger service on railroads which are not expected to be for sale, including the leasing of operating space and other operating arrangements on currently operated railroads.

(c) The department shall submit an updated inventory to the commission by April of each even-numbered year, beginning in 1992.

### **Local Right-Of-Way Inventories**

*Added: Statutes of 1989, Chapter 1039 (SB 1562)*

67461. A transportation planning agency, county transportation authority, county transportation commission, and the San Diego Metropolitan Transit Development Board may each prepare, adopt, and submit to the commission by April 30, 1990, a Commuter and Intercity Rail Right-of-Way Inventory for the area under its jurisdiction, consisting of all of the following:

(a) A detailed survey considering all existing plans, data bases, technical information, patronage studies, and other relevant data that is available from federal, state, local, or private entities on potential commuter and intercity rail routes. In identifying potential railroad right-of-way acquisitions, priority consideration shall be given to rail corridors identified in Sections 164.51 and 164.52, and subdivision (e) of Section 164.55 of the Streets and Highways Code. In particular, the survey shall include actual commuter and intercity rail experiences of other states and foreign countries. In assembling material for the survey, a local agency shall attempt to avoid recreating work already accomplished and available from other sources.

(b) A survey of all potentially available and suitable rights-of-way for commuter and intercity rail development. The survey shall include rights-of-way owned by railroad corporations which may or may not be for sale at the present time, and shall give full consideration to the potential for passenger service on railroads which are not expected to be for sale, including the leasing of operating space and other operating arrangements on currently operated railroads.

(c) The transportation planning agency, county transportation authority, county transportation commission, or the San Diego Metropolitan Transit Development Board may submit an update of its inventory to the commission by April 30 of each even-numbered year. The updated inventory shall conform to the requirements specified for the initial inventory.

### **Consider Recommendations**

*Added: Statutes of 1989, Chapter 1039 (SB 1562)*

67462. In preparing the Commuter and Intercity Rail Right-of-Way Inventory, the commission shall solicit and consider recommendations from transportation planning agencies. The inventory shall be consistent with the adopted regional transportation plans.

### **Draft Statewide Inventory**

*Added: Statutes of 1989, Chapter 1039 (SB 1562)*

67463. (a) The commission, in consultation with the department and the Public Utilities Commission, shall prepare a draft statewide inventory

encompassing all of the potential acquisitions included in each inventory submitted pursuant to Sections 67460 and 67461.

### **Public Hearing**

*Added: Statutes of 1989, Chapter 1039 (SB 1562)*

67464. The commission shall, by July 31, 1990, prepare a draft inventory and shall hold at least one public hearing on its draft inventory not later than August 15, 1990.

### **Adopt Inventory**

*Added: Statutes of 1989, Chapter 1039 (SB 1562)*

67465. The commission shall adopt the Commuter and Intercity Rail Right-of-Way Inventory not later than September 30, 1990, and shall submit the inventory to the Governor and the Legislature.

### **Inventory Revised Biennially**

*Added: Statutes of 1989, Chapter 1039 (SB 1562)*

67466. The commission shall review and revise its inventory biennially, beginning in 1993. The revised inventory shall be adopted in accordance with the procedures prescribed by this chapter for the adoption of the initial inventory.

### **Commission's Report To Legislature**

*Added: Statutes of 1989, Chapter 1039 (SB 1562)*

67467. Within 30 days of approval of each state transportation improvement program, pursuant to Section 14527, the commission shall submit a report to the Legislature indicating which projects included in the inventory were adopted in the state transportation improvement program and the status of those projects which were not adopted.

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# **PUBLIC UTILITIES CODE**

## **DIVISION 10. TRANSIT DISTRICTS**

### **PART 11. PROVISIONS APPLICABLE TO ALL PUBLIC TRANSIT**

#### **CHAPTER 4. TRANSPORTATION DEVELOPMENT**

##### **Article 6.5. Transportation Planning and Development Account**

###### **Account Created**

*Added: Statutes of 1982, Chapter 322*

99310. (a) The Transportation Planning and Research Account in the State Transportation Fund, hereafter referred to as the "account" in this article, is hereby continued in existence as the Transportation Planning and Development Account in the fund.

(b) Any reference in any law or regulation to the Transportation Planning and Research Account in the State Transportation Fund is a reference to the Transportation Planning and Development Account.

###### **Available Funds**

*Amended: Proposition 116*

99310.5. (a) The account is hereby designated a trust fund.

(b) The funds in the account shall be available, when appropriated by the Legislature, only for transportation planning and mass transportation purposes, as specified by the Legislature.

(c) The Legislature may amend this section by statute passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, if the statute is consistent with, and furthers the purposes of, this section.

###### **Los Angeles County Bailout - Deposit To Local Transportation Fund**

*Added: Statutes of 1995, Chapter 518 (SB 727)*

99310.55. (a) (1) For the 1995-96 fiscal year, the amount to be allocated, pursuant to this article, to the Los Angeles County Metropolitan Transportation Authority shall be reduced by the transportation services support amount unless the authority elects to deposit that amount into the county's local transportation fund established pursuant to Section 29530 of the Government Code. Any moneys deposited in the county's local transportation fund pursuant to the preceding sentence shall be available for allocation exclusively to the Los Angeles County Metropolitan Transportation Authority for bus operations.

(2) For purposes of this section, "transportation services support amount" means that amount of revenue that is equal to the amount of revenue transferred to the county general fund pursuant to Section 29530.3 of the Government Code, other than revenue that is necessary to fund the outstanding indebtedness or other outstanding contractual obligations of the authority, or revenue, the deposit of which, in accordance with paragraph (1) is prohibited by the California Constitution.

(3) If the Los Angeles County Metropolitan Transportation Authority does not elect to deposit the transportation services support amount into the county's local

transportation fund as provided in paragraph (1), and the transportation services support amount exceeds the amount to be allocated to the authority pursuant to this article in the absence of any reduction pursuant to paragraph (1), the difference between these latter two amounts shall, in accordance with Section 188.95 of the Streets and Highways Code, be deducted from the amount of revenues allocated from the State Highway Account for expenditure in the county for rail transit purposes.

(b) (1) In any relevant *[SIC]* fiscal year, the Los Angeles County Metropolitan Transportation Authority shall not do any of the following:

(A) Reduce bus service or operations or paratransit service or operations directly or indirectly as a result of the enactment of this section or of any other provision of the act that enacted this section.

(B) Replace any funding reduction or deduction described in this section with money from another source if doing so would be a detriment to bus service or operations or paratransit service or operations. For purposes of this paragraph, "detriment to bus service or operations or paratransit service or operations" includes, but is not limited to, fare increases, reductions in the number of routes served and the level of service on these lines, reductions in security, decreases in quality of service, delaying regular maintenance of vehicles, and lengthening the replacement schedule for vehicles that have reached the ends of their useful lives.

(2) For purposes of this section, "bus service or operations or paratransit service or operations" includes service and operations of bus and paratransit services operated by the authority, including, but not limited to, the Immediate Needs Transportation Program, or any other bus or paratransit operator in Los Angeles County that receives funds from the authority.

(3) For purposes of this section, "relevant fiscal year" includes the 1995-96 fiscal year, and the two fiscal years during which funds are transferred to the Los Angeles County Metropolitan Transportation Authority pursuant to Section 2106.4 of the Streets and Highway Code.

(4) Nothing in this section shall be construed to mean that the Los Angeles County Metropolitan Transportation Agency should not or may not directly or indirectly increase bus service or operations or paratransit service or operations.

(c) This section shall remain in effect only until January 1, 2002, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2002, deletes or extends that date.

### **Transferred From State Highway Account and Aeronautics Account**

*Amended: Statutes of 1992, Chapter 1172 (AB 3799)*

99311. Upon appropriation by the Legislature, funds transferred, or scheduled as a reimbursement, to the account, pursuant to Section 21682.5 of this code and Section 194 of the Streets and Highways Code shall be available for allocation by the Director for the following purposes:

(a) State transportation planning.

(b) Regional transportation planning by transportation planning agencies designated pursuant to Section 29532 of the Government Code, but not those specified in subdivision (b) of Section 29532.4 of the Government Code.

### **Transportation Planning Agency Allocation**

*Amended: Statutes of 1984, Chapter 579*

99311.5. The amount allocated to a transportation planning agency designated pursuant to Section 29532 of the Government Code, for the preparation or updating of a regional transportation plan pursuant to Chapter 2.5 (commencing with Section 65080) of Title 7 of that code, may be up to 70 percent of its nonfederally reimbursed costs for regional transportation planning.

For a transportation planning agency in a county with a population of less than 500,000 persons, the Director may increase that percentage, if the Director determines it to be in the best interests of regional and state transportation planning to do so.

### **Appropriation Of Funds**

*Amended: Statutes of 1991, Chapter 995 (SB 791)*

99312. From the funds transferred to the account pursuant to Section 7102 of the Revenue and Taxation Code, the Legislature shall appropriate funds for purposes of Section 99315.5. The remaining transferred funds in the account shall be appropriated by the Legislature, as follows:

- (a) To the department, 50 percent for purposes of Section 99315.
- (b) To the Controller, 25 percent for allocation to transportation planning agencies, county transportation commissions, and the San Diego Metropolitan Transit Development Board pursuant to Section 99314.
- (c) To the Controller, 25 percent for allocation to transportation agencies, county transportation commissions, and the San Diego Metropolitan Transit Development Board for purposes of Section 99313.

### **SCAG And SANDAG Allocations**

*Amended: Statutes of 1982, Chapter 322*

99312.5. (a) In the case of a transportation planning agency with county transportation commissions within its area of jurisdiction, the allocations pursuant to Sections 99313 and 99314 to the transportation planning agency shall be determined by excluding the areas also under the jurisdiction of the county transportation commissions.

(b) In the case of the transportation planning agency with the San Diego Metropolitan Transit Development Board within its area of jurisdiction, the allocations pursuant to Sections 99313 and 99314 to the transportation planning agency shall be determined by excluding the area also under the jurisdiction of the transit development board.

### **Controller's Estimates**

*Added: Statutes of 1986, Chapter 988*

99312.7. (a) Not later than each January 10th, the Controller shall send to each transportation planning agency county transportation commission, and the San Diego Metropolitan Transit Development Board, an estimate of the amount of funds to be allocated to it during the next fiscal year pursuant to Sections 99313 and 99314.

(b) Not later than each August 1st, on the basis of the amount appropriated in the Budget Act for purposes of Sections 99313 and 99314, the Controller shall send



to each of the entities an estimate of the amount of funds to be allocated to it during the fiscal year.

This section shall become operative on July 1, 1987.

### **State Transit Assistance Population Formula Allocation**

*Amended: Statutes of 1989, Chapter 105 (SB 300)*

99313. From the funds made available pursuant to subdivision (c) of Section 99312, an amount shall be allocated by the Controller to each transportation planning agency and county transportation commission, and the San Diego Metropolitan Transit Development Board, based on the ratio of the population of the area under its jurisdiction to the total population of the state.

### **State Transit Assistance Fund Transfers**

*Added: statutes of 1984, Chapter 707*

99313.1. A transportation planning agency, a county transportation commission, or the San Diego Metropolitan Transit Development Board may transfer any funds which it receives pursuant to Section 99313 to another transportation planning agency, county transportation commission, or the San Diego Metropolitan Transit Development Board. Any funds transferred pursuant to this Section shall be used only for the purposes authorized by this chapter and are subject to all statutes and rules and regulations applicable to funds allocated pursuant to Section 99313.

If one transfer has been completed between a transportation planning agency, a county transportation commission, or the San Diego Metropolitan Transit Development Board, pursuant to this section, no other transfer may be made between the same parties.

In the event of a transfer of funds to the Los Angeles County Transportation Commission pursuant to this section, the amount of that transfer, if any, which exceeds the amount of funds transferred at that time by the Los Angeles County Transportation Commission to the transferring transportation planning agency, county transportation commission, or the San Diego Metropolitan Transit Development Board, may not be used for the purpose of funding an exclusive public mass transit guideway system project. The Los Angeles County Transportation Commission shall report to the Senate Committee on Transportation and the Assembly Committee on Transportation on the expenditure of any funds received by it pursuant to a transfer made pursuant to this section.

### **Use Of State Transit Assistance Funds**

*Amended: Statutes of 1991, Chapter 13 (AB 37)*

99313.3. The amount received by each transportation planning agency and county transportation commission, and the San Diego Metropolitan Transit Development Board, pursuant to Sections 99313 and 99314, shall be allocated for public transportation purposes, including community transit services. Funds received pursuant to Section 99314 may be expended for community transit services pursuant to Section 99275.

**Creation Of State Transit Assistance Funds**

*Amended: Statutes of 1994, Chapter 704 (SB 1966)*

99313.6. (a) Except as provided in subdivision (b), each transportation planning agency and county transportation commission, and the San Diego Metropolitan Transit Development Board, shall create a state transit assistance fund and deposit therein the funds allocated to it pursuant to Sections 99313 and 99314 for allocations to operators, and to claimants for the purposes specified in Section 99275 and in subdivisions (b), (c), (d), and (e) of Section 99400, within the area on which its allocation was determined.

(b) From funds allocated to it pursuant to Sections 99313 and 99314, the Los Angeles County Transportation Commission may allocate funds to itself for the planning, design, and construction of an exclusive public mass transit guideway system.

(c) An allocation of funds from a state transit assistance fund for a transit capital project may be used for the payment of the principal of, and interest on, equipment trust certificates, bonded or other indebtedness, or in accomplishment of a defeasance of any outstanding revenue bond indenture issued for that project.

(d) From funds allocated to it pursuant to Section 99313, the Metropolitan Transportation Commission may allocate funds to itself for projects to achieve regional transit coordination objectives.

**Public Agency Authorized To Expend Funds**

*Added: Statutes of 1991, Chapter 995 (SB 995)*

99313.7. A public agency authorized to file claims with the transportation planning agency and expend funds pursuant to Section 99234.5, 99234.7, or 99234.9 may also file claims, receive allocations, and expend state transit assistance funds made available pursuant to Sections 99313 and 99314.

**State Transit Assistance Allocation Formula**

*Added: Statutes of 1986, Chapter 988*

99314. (a) From funds made available pursuant to subdivision (b) of Section 99312, an amount shall be allocated by the Controller to each transportation planning agency and county transportation commission and the San Diego Metropolitan Transit Development Board, based on the ratio of the total revenue of all the operators in the area under its jurisdiction during the prior fiscal year to the total revenue of all the operators in the state during the prior fiscal year.

(b) For purposes of this Section and Section 99314.3, "revenue" means fare revenues and any other funds used by the operator for its transit operation, except federal and State funds which may only be used for transportation purposes and funds allocated pursuant to Section 99233. The revenue amount for each operator shall be determined from the annual report submitted to the Legislature by the Controller pursuant to Section 99243.5.

This section shall become operative on July 1, 1987.

**Revenue Based Allocations To Operators**

*Amended: Statutes of 1983, Chapter 142*

99314.3. (a) The amount received by each transportation planning agency, county transportation commission, and the San Diego Metropolitan Transit

Development Board, pursuant to Section 99314 shall be allocated to the operators in the area of its jurisdiction.

(b) The amount allocated to each operator pursuant to this Section shall be based on the ratio of its revenue during the prior fiscal year to the total revenue of all the operators during the prior fiscal year within the area of jurisdiction of the allocating agency, commission, or board, as the case may be.

(c) For purposes of subdivision (a), the City and County of San Francisco with respect to its municipal railway system, the Alameda-Contra Costa Transit District, and the San Francisco Bay Area Rapid Transit District shall be considered one operator. The amount allocated to them as one operator shall be apportioned to each of them based on the ratio of its revenue to the sum of their revenues, excluding from the determination of that ratio the amount allocated to each of them pursuant to Section 29142.2.

### **State Transit Assistance Funding Exchange Program**

*Amended: Statutes of 1989, Chapter 630*

99314.4. (a) An operator in an urbanized area having a population of less than 200,000 persons may elect to participate in the funding exchange program authorized by this subdivision. An operator electing to participate in the funding exchange program shall give notice to the director and shall indicate the amount of funds which it wants allocated for the funding exchange program.

From funds that would otherwise be allocated to an operator pursuant to Sections 99313.3, 99314, and 99314.3, an amount so designated by the participating operator shall be allocated to the department for transfer pursuant to an agreement between the department and the State of Arizona whereby California can receive federal mass transportation funds originally apportioned to the State of Arizona.

The department shall allocate the federal mass transportation funds so received to each participating operator in the same proportion as the operator contributed to the funding exchange program. Funds so received shall be used only for the purposes authorized by this chapter and are subject to all statutes and rules and regulations applicable to funds allocated pursuant to Sections 99313 and 99314.

The Legislature finds and declares that the exchange of state funds for federal mass transportation funds authorized by this section will result in a net increase in the total amount of funds to be available to the participating operators.

(b) A transportation planning agency, county transportation commission, or transit development board may authorize an operator under its jurisdiction to exchange funds allocated to it pursuant to Section 99314.3 for funds made available pursuant to Section 99231. Any funds allocated pursuant to Section 99314.3 that are exchanged pursuant to this subdivision shall only be available to other operators and shall be used for the purposes authorized by this chapter and are subject to all statutes and rules and regulations applicable to funds allocated pursuant to Section 99314.3. Exchanges pursuant to this subdivision shall be on a dollar-for-dollar basis.

**Eligibility For State Transit Assistance**

*Amended: Statutes of 1991, Chapter 35 (SB 3)*

99314.5. (a) No funds allocated pursuant to Section 99313.3 or 99314.3 shall be allocated to an operator unless it is eligible for allocations under Article 4 (commencing with Section 99260), without considering any funds to be allocated to it pursuant to those sections, or it is in a county in which funds may be allocated for purposes specified in Section 99400.

(b) No funds allocated to Section 99313.3 shall be allocated to a city or county for the purposes specified in subdivisions (b), (c), (d), and (e) of Section 99400 unless it is eligible for allocations under Article 8 (commencing) with Section 99400 for those purposes, without considering any funds to be allocated to it pursuant to that section.

(c) The funds may be allocated to an operator for its operating cost only if the operator is not precluded, by any contract entered into on or after June 28, 1979, from employing part-time drivers or contracting with common carriers of persons operating under a franchise or license and if the operator is in compliance with Sections 99268.1, 99268.2, 99268.3, 99268.4, 99268.5, or 99268.9, whichever is applicable to it. No person who was a full-time employee of an operator on June 28, 1979, shall have his or her employment terminated or his or her regular hours of employment, excluding overtime, reduced by the operator as a result of it employing part-time drivers or contracting with those common carriers.

(d) It is the intent of the Legislature that, in allocating the funds, the transportation planning agencies, the county transportation commissions, and the San Diego Metropolitan Transit Development Board give priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.

(e) No funds allocated pursuant to Section 99313.3 or 99314.3 shall be allocated to a claimant for the purposes specified in Section 99275 unless it is eligible for allocation under Article 4.5 (commencing with Section 99275) for those purposes, without considering any funds to be allocated to it pursuant to those sections.

**Cap On Operator Subsidies**

*Amended: Statutes of 1996, Chapter 10 (AB 1869)*

99314.6. Except as provided in Section 99314.7, the following eligibility standards apply:

(a) Except as provided in subdivision (b), funds shall not be allocated for operating purposes pursuant to Sections 99313 and 99314 to an operator unless the operator meets either of the following efficiency standards:

(1) The operator's total operating cost per revenue vehicle hour in the latest year for which audited data are available does not exceed the sum of the preceding year's total operating cost per revenue vehicle hour and an amount equal to the product of the percentage change in the Consumer Price Index for the same period multiplied by the preceding year's total operating cost per revenue vehicle hour.

(2) The operator's average total operating cost per revenue vehicle hour in the latest three years for which audited data are available does not exceed the sum of

the average of the total operating cost per revenue vehicle hour in the three years preceding the latest year for which audited data are available and an amount equal to the product of the average percentage change in the Consumer Price Index for the same period multiplied by the average total operating cost per revenue vehicle hour in the same three years.

(b) The transportation planning agency, county transportation commission, or the San Diego Metropolitan Transit Development Board, as the case may be, may adjust the calculation of operating costs and revenue vehicle hours pursuant to subdivision (a) to account for either or both of the following factors as it deems appropriate to encourage progress in achieving the objectives of efficiency, effectiveness, and productivity pursuant to Section 99244:

(1) Exclusion of costs increases beyond the change in the Consumer Price Index for fuel, alternative fuel programs, insurance, or state or federal mandates.

(2) Exclusion of startup costs for new services for a period of not more than two years.

(c) Funds withheld from allocation to an operator pursuant to subdivision (a) shall be retained by the transportation planning agency, county transportation commission, or the San Diego Metropolitan Transit Development Board, as the case may be, for reallocation to that operator for two years following the year of ineligibility. In a year in which an operator's funds are allocated pursuant to subdivision (a), funds withheld from allocation during a preceding year shall also be allocated. Funds not allocated before the commencement of the third year following the year of ineligibility shall be reallocated to cost-effective high priority regional transit activities, as determined by the transportation planning agency, county transportation commission, or the San Diego Metropolitan Transit Development Board, as the case may be. If that agency or commission, or the board, determines that no cost-effective high priority regional transit activity exists, the unallocated funds shall revert to the Controller for reallocation.

(d) As used in this section, the following terms have the following meanings:

(1) "Operating cost" means the total operating cost as reported by the operator under the Uniform System of Accounts and Records, pursuant to Section 99243 and subdivision (a) of Section 99247.

(2) "Revenue vehicle hours" has the same meaning as "vehicle service hours," as defined in subdivision (h) of Section 99247.

(3) "Consumer Price Index," as applied to an operator, is the regional Consumer Price Index for that operator's region, as published by the United States Bureau of Labor Statistics. If a regional index is not published, the index for the State of California applies.

(4) "New service" has the same meaning as "extension of public transportation services" as defined in Section 99268.8.

(e) The restrictions in this section do not apply to allocations made for capital purposes.

(f) The Legislature finds and declares that the Loma Prieta earthquake of 1989 caused damage to commercial property and employment losses, with consequent reductions in sales tax revenues, within the Santa Cruz Metropolitan Transit District to the economic detriment of that district. Accordingly, that district's exemption from this section, as initially provided for by Section 4 of Chapter 35 of the Statutes of 1991, is reinstated and shall continue until July 1, 1998; therefore,

the district is exempt from this section for the 1995-96, 1996-97, and 1997-98 fiscal years.

### **MTC Allocation Of Funds To Operators**

*Amended: Statutes of 1993, Chapter 501 (SB 160)*

99314.7. (a) In allocating funds for operating purposes pursuant to Sections 99313 and 99314, the Metropolitan Transportation Commission shall apply the following eligibility standards to the operators within the region subject to its jurisdiction:

(1) An operator is not eligible for its full allocation under this section unless the operator has been found to have made reasonable effort in implementing productivity improvements pursuant to Section 99244. In determining whether a reasonable effort has been made, the Metropolitan Transportation Commission shall give consideration to whether the operator would qualify for funding under Section 99314.6. The amount of funds allocated shall be reduced in an amount that the Metropolitan Transportation Commission deems proportionate to the failure of the operator to implement the recommended improvements. The Metropolitan Transportation Commission shall adopt rules and regulations, in cooperation with the affected operators, governing the allocation of any funds withheld under this paragraph, subject to paragraphs (2) and (3).

(2) Notwithstanding paragraph (1), an operator shall not receive any funds pursuant to Section 99313 or 99314 unless it has complied with the applicable rules and regulations adopted by the Metropolitan Transportation Commission pursuant to Section 66516 of the Government Code.

(3) Funds withheld from allocation to an operator pursuant to paragraph (1) shall be retained by the Metropolitan Transportation Commission for reallocations to that operator for two years following the year of ineligibility. With respect to the funds withheld from an operator pursuant to paragraph (1), the Metropolitan Transportation Commission shall reallocate those funds to the operator if the operator complies with that paragraph within two years. Funds not reallocated to the operator, and funds withheld pursuant to paragraph (2), shall be allocated to any eligible operator within the region subject to the jurisdiction of the Metropolitan Transportation Commission for the purpose of improving coordination among the operators, or to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the Consumer Price Index. Funds allocated for these purposes are exempt from subdivision (a).

(b) For purposes of this section, "operating cost," "revenue vehicle hour," and "Consumer Price Index" have the same meaning as defined in Section 99314.6.

### **Allowable Uses Of Department's Appropriation**

*Amended: Statutes of 1991, Chapter 13 (AB 37)*

99315. Funds made available pursuant to subdivision (a) of Section 99312, shall be available for all of the following purposes:

(a) Bus and passenger rail services pursuant to Sections 14035, 14035.5, and 14038 of the Government Code.

(b) Funding of transit capital improvement projects specified in Section 99317 and 99317.1.

(c) Programs to promote ridesharing.

### **Appropriations For Planning And Administration**

*Amended: Statutes of 1991, Chapter 766 (SB 152)*

99315.5. From the funds made available pursuant to Section 99312, an amount shall be appropriated for each of the following purposes:

(a) To the department for its planning activities not payable from the State Highway Account in the State Transportation Fund, its mass transportation responsibilities, and its assistance in regional transportation planning.

(b) To the director for allocation to the Institute of Transportation Studies of the University of California for training and research in public transportation systems engineering and management and coordination with other transportation modes.

(c) To the commission for its activities not payable from the State Highway Account.

(d) To the Public Utilities Commission for its passenger rail safety responsibilities specified in statute on commuter rail, intercity rail, and urban rail transit lines.

### **Allocation To University Of California**

*Added: Statutes of 1992, Chapter 352 (AB 3096)*

99315.6. Funds available pursuant to subdivision (b) of Section 99315.5 shall be allocated either in accordance with that section or pursuant to Chapter 4 (commencing with Section 14450) of Part 5 of Division 3 of Title 2 of the Government Code, or both, consistent with Section 99310.5. The department shall consider making an allocation pursuant to subdivision (b) of Section 99315.5, so long as the funds will be used as part of the program adopted pursuant to Section 14452 of the Government Code.

### **Appropriations For Bus And Passenger Rail Services**

*Amended: Statutes of 1989, Chapter 105 (SB 300)*

99316. Funds made available pursuant to subdivision (a) of Section 99315 shall be appropriated to the department for allocation, as directed by the commission, for purposes of bus and passenger rail services pursuant to Sections 14035, 14035.5, and 14038 of the Government Code.

### **Appropriations For Transit Capital Improvement Projects**

*Amended: Statutes of 1991, Chapter 995 (SB 791)*

99317. (a) Funds made available pursuant to subdivision (b) of Section 99315 shall be appropriated to the department for allocation, as directed by the commission, to fund the following types of transit capital improvement projects:

- (1) Railroad rights-of-way acquisition.
- (2) Bus rehabilitation.
- (3) Exclusive public mass transit guideways and rolling stock.
- (4) Grade separations.
- (5) Intermodal transfer stations serving various transportation modes.
- (6) Ferry vessels and terminals.

(b) Funds made available for capital outlay pursuant to subdivision (a) of Section 14031.6 of the Government Code and subdivision (a) of Section 99315 shall be appropriated to the department, as directed by the commission, solely for capital outlay improvements and rolling stock on intercity rail passenger routes.

(c) Funds made available pursuant to Sections 199 and 199.1 of the Streets and Highways Code shall be appropriated to the department for allocation, as directed by the commission, solely to fund exclusive public mass transit guideways.

(d) The amount of funds allocated for a transit capital improvement project, other than an intercity rail transit capital improvement project where matching funds are not required, shall not exceed 50 percent of the amount of the nonfederal share of project cost.

(e) With respect to the sum of money available each fiscal year from the State Highway Account and the Transportation Planning and Development Account for transit capital improvements, the commission shall include, in the state transportation improvement program, one-half of the sum for expenditure in those counties which have adopted a proposition pursuant to Section 4 of Article XIX of the California Constitution. The portion of the amount to be included in the state transportation improvement program for each of those counties shall be in the proportion that its population bears to the total population of all those counties. Allocations pursuant to this subdivision shall be subject to the requirements for guideway financial plans and the ability of an agency to encumber funds on a timely basis, as specified in Section 199.1, 199.2 and 199.3 of the Streets and Highways Code.

(f) The Legislature may amend this section, by statute passed in each house of the Legislature by rollcall vote entered in the journal two-thirds of the membership concurring, if the statute is consistent with, and furthers the purposes of, this section.

#### **Allocation For Short-Line Railroad**

*Added: Statutes of 1989, Chapter 1356 (AB 1374)*

99317.1. (a) Funds appropriated pursuant to subdivision (a) of Section 99317 shall, in addition to the purposes specified in that section, be allocated for short-line railroad rehabilitation projects, through the transit capital improvement program.

(1) Projects eligible for funding pursuant to this subdivision shall be limited to railroad rehabilitation projects.

(2) To be eligible for funding pursuant to this subdivision, a project proposal shall be submitted by a public entity. The public entity shall submit a project proposal only if it has made a finding, following a public hearing, that rail service on the affected railroad would be in imminent danger of being discontinued without the expenditure of public funds, and that continuation of the service serves a public purpose.

(b) The department and other public entities may submit applications to the department for allocations for transit capital improvements for short-line railroads from funds made available pursuant to subdivision (a) of Section 99312.

(1) The department shall evaluate applications submitted pursuant to this subdivision in accordance with criteria and procedures adopted by the commission, and shall submit the applications and its recommendations thereon to the commission not later than February 1 of each year.

(2) The commission shall adopt criteria and procedures to be followed by the department in evaluating the applications.



(c) As used in this section, "short-line railroad" means any standard gauge railroad which is being, or is planned to be, used for passenger service, other than a class I railroad, as that term is used and applied in federal law.

#### **Allocation For Railroad Rights-Of-Way**

*Amended: Statutes of 1989, Chapter 105 (SB 300)*

99317.2. Funds made available pursuant to paragraph (1) of subdivision (a) of Section 99317 shall be allocated for the acquisition of only those rights-of-way of railroad lines that can be developed for busway or exclusive public mass transit guideway projects.

#### **Inspection Of Intermodal Transfer Stations**

*Added: Statutes of 1990, Chapter 1490 (AB 3736)*

99317.8. (a) A public agency which has received an allocation for funding of an intermodal transfer station pursuant to paragraph (3) of subdivision (a) of Section 99317 shall provide for maintaining the station and its appurtenances, including, but not limited to, restroom facilities, in good condition and repair, and in accordance with high standards of cleanliness. As part of its duties in monitoring state-funded rail and bus services, the department shall, at least annually, conduct an unannounced inspection of each facility and make recommendations, if any, to the operating agency. Results of the department's inspections shall be included in the rail passenger development plan required pursuant to Section 14036 of the Government Code. If appropriate remedial action is not taken, the department may recommend to the commission that future applications for transit capital funding be denied.

(b) The Legislature finds and declares that regular inspections of intermodal stations are necessary to protect the state's capital investment in these essential transportation facilities and to avoid the problems resulting from deferred maintenance.

#### **Priority For Improved Access To State Prisons**

*Amended: Statutes of 1991, Chapter 13 (AB 37)*

99317.9. The department and the commission shall give reasonable priority to allocations pursuant to paragraph (5) of subdivision (a) of Section 99317 to station projects which improve access for visitors to state prisons.

#### **Intermodal Transfer Station State Funded Bus Service**

*Added: Statutes of 1988, Chapter 914*

99317.10. (a) A public entity which has received an allocation for funding of an intermodal transfer station pursuant to paragraph (5) of subdivision (a) of Section 99317 shall, upon request of the department, authorize state-funded bus service to use the station without any charge to the department or its contractors, and shall assist the department in the placement of signs and informational material designed to alert the public to the availability of the state-funded bus service.

(b) A public entity shall not be eligible to receive an allocation for funding of an intermodal transfer station pursuant to paragraph (5) of subdivision (a) of Section 99317 unless it first agrees that, upon any future request of the department, it will authorize a state-funded bus service to use the station without any charge to the department or its contractors and it will assist the department

in the placement of signs and information materials designated to alert the public to the availability of the state-funded bus service.

(c) For the purpose of this section, "state-funded bus service" means any bus service funded pursuant to Section 99316.

### **Evaluation of Applications For Transit Capital Improvement Projects**

*Amended: Statutes of 1991, Chapter 13 (AB 37)*

99318. (a) The department and other public entities may submit applications to the department for allocations for transit capital improvement projects specified in Sections 99317 and 99317.1 from funds made available pursuant to subdivision (b) of Section 99315 or for allocations for exclusive public mass transit guideways from funds available pursuant to Sections 199 and 199.1 of the Streets and Highways Code.

(b) The Department shall evaluate the applications in accordance with criteria and procedures adopted by the commission and shall submit the applications and its recommendations thereon to the commission not later than February 1.

(c) The commission shall adopt criteria and procedures to be followed by the department in evaluating the applications.

(d) An application shall be considered timely if submitted by January 1 for a guideway project in a county that became eligible for those funds at an election held pursuant to Section 4 of Article XIX of the California Constitution during or prior to the immediately preceding November.

### **Intercity Rail Projects**

*Added: Statutes of 1992, Chapter 599 (AB 2095)*

99318.1. An intercity rail project nominated by the department shall be eligible to compete for funding pursuant to subdivision (a), (b), and (c) of Section 99317 if it is recommended in the rail passenger development plan prepared pursuant to Section 14036 of the Government Code, or an update to that plan.

### **Public Hearing And Adoption Of Priority List**

*Amended: Statutes of 1990, Chapter 1492 (AB 3736)*

99318.2. (a) Not later than March 1, the commission shall hold public hearings on the applications received from the department.

(b) Not later than April 1, the commission shall adopt a priority list of those applications it approves and submit that list, and recommend the amount necessary to fund that list pursuant to subdivision (b) of Section 99315, to the Legislature.

(c) Allocations to fund the applications shall be made on the basis of the adopted priority list.

### **Three-Year Limitation-Transit Capital Improvement Projects**

*Added: Statutes of 1982, Chapter 322*

99318.4. (a) Funds shall be allocated for a transit capital improvement project in an amount not exceeding that which can be encumbered within three years after allocation by the commission.

(b) Funds not encumbered within the three-year period shall revert to the account.

**Conformity Of Boarding Platform Construction**

*Added: Statutes of 1990, Chapter 1490 (AB 3736)*

99319. (a) If a rail capital improvement project proposed for funding by the department or local agency includes as an element the addition or improvement of rail passenger service boarding platforms, those platforms shall be constructed in conformity with applicable rules and orders of the Public Utilities Commission and in such a manner that the top of each platform is not less than eight inches above the adjacent rails, unless the department makes a finding that the circumstances in a particular case warrant otherwise and obtains approval from the Public Utilities Commission for any deviation from its applicable rules and orders.

(b) The requirements of this section apply to all passenger service boarding platforms constructed with funds made available pursuant to Section 14031.6 of the Government Code, Section 99234.5, 99234.9 and 99317 of this code, Section 199 of the Streets and Highways Code, and funds made available from the proceeds of state general obligation bonds issued for the purposes of rail capital improvements.

\* \* \* \* \*

**PART 11.5. CLEAN AIR AND TRANSPORTATION  
IMPROVEMENT ACT OF 1990**

**CHAPTER 1. GENERAL PROVISIONS**

**Clean Air And Transportation Improvement Act**

*Added: Proposition 116*

99600. This part shall be known as the Clean Air and Transportation Improvement Act of 1990.

**Findings And Declarations**

*Added: Proposition 116*

99601. The people of California find and declare all of the following:

(a) Rail transportation results in cleaner air, less energy use, more transportation opportunities for those who cannot drive, and less crowding on already overcrowded streets and highways.

(b) For these reasons, it is appropriate to use state general obligation bonds to finance rail infrastructure.

(c) This part will result in implementation of part of an overall transportation plan which will provide cleaner air and better transportation options for all Californians.

**Definitions**

*Added: Proposition 116*

99602. For purposes of this part, the following terms have the following meanings, unless expressly state otherwise:

(a) "CalTrain" means the commuter rail service operated along the San Francisco Peninsula commute corridor.

(b) "Commission" means the California Transportation Commission.

(c) "Commuter rail service" and its derivative terms have the same meaning as the term "commuter service" and its derivative terms, as defined in paragraph (9) of subsection (a) of Section 502 of Title 45 of the United States Code.

(d) "Department" means the Department of Transportation.

(e) "Exclusive public mass transit guideway" means a transit capital improvement included in the definition of this term as applied and used in 70 Op. Atty. Gen. 119 or a transit capital improvement for which motor fuel tax funds from the State Highway Account in the State Transportation Fund were actually allocated by the commission on or before January 1, 1989.

(f) "Fund" means the Clean Air and Transportation Improvement Fund created by Section 99610.

(g) "Grade separations" means grade separations for either passenger or freight rail services.

(h) "Intercity rail" and its derivative terms means passenger rail service between urban areas of the state.

(i) "Local agency" means a county, city, city and county, county transportation commission, county transportation authority, transit development board, transit district, or any joint powers agency specified in this part.

(j) "Rail project" means a commuter passenger rail service project, an intercity passenger rail project, or a rail transit project, and includes exclusive public mass transit guideway projects and the project described in Section 99624.

(k) "Rail transit" means a rail mass transportation operation usually within an urban area, generally characterized by more frequent service over shorter distances than normally provided by commuter rail service or intercity rail service, and operating on a rail line without any or with very limited rail freight service.

(l) "Right-of-way" means right-of-way for rail purposes, including separate right-of-way alignments adjacent to existing freight lines.

### **Advisory Committee**

#### ***Added: Proposition 116***

99603. (a) The department shall establish an advisory committee to assist the department in developing specifications for standard state-of-the-art California commuter and intercity rail cars and locomotives. The committee shall consist of representatives from all affected local transportation agencies as well as the department's Division of Mass Transportation and one consumer representative.

(b) The purpose of the standard equipment is to facilitate joint procurement in economic quantities, to further interchangeability of equipment among corridors, and to reduce maintenance costs by minimizing the need for spare parts inventories.

(c) To the extent possible, the committee shall rely on the department's existing work in procuring new equipment for CalTrain.

(d) The committee shall investigate the feasibility of a uniform design of a rail car shell which could be deployed in both intercity and commuter rail applications, with car interiors to be appropriately outfitted for either intercity or commuter service.

(e) The committee shall consider two types of coach service, dining or cafe car service, or both, and economical sleeping car service for intercity applications.

(f) The committee shall consider inclusion of sanitary holding tanks and reasonable passenger amenities including, but not limited to, accommodations for a reasonable number of bicycles carried on board by passengers, for both intercity and commuter applications.

(g) Intercity equipment specifications shall not be adopted unless approved by the National Railroad Passenger Corporation.

### **Allocation Reduced**

*Added: Proposition 116*

99604. If bonds sufficient to fund the total aggregate of the amounts specified in Chapter 3 (commencing with Section 99629) cannot be sold pursuant to Chapter 6 (commencing with Section 99690), the allocation for each project shall be reduced proportionately.

### **Amendment Conditions**

*Added: Proposition 116*

99605. Except as otherwise provided in this part, the Legislature may amend this part, by statute passed in each house of the Legislature by rollcall vote entered in the journal, four-fifths of the membership concurring, if the statute is consistent with, and furthers the purposes of, this part. No changes shall be made in the way in which funds are allocated pursuant to Chapter 3 (commencing with Section 99620), except pursuant to Section 99684.

## **CHAPTER 2. THE CLEAN AIR AND TRANSPORTATION IMPROVEMENT FUND**

### **Clean Air And Transportation Improvement Fund**

*Added: Proposition 116*

99610. The Clean Air and Transportation Improvement Fund is hereby created.

### **Public Transit Funding Increased**

*Added: Proposition 116*

99611. It is the intent of the people of California, in enacting this part, that bond funds shall not be used to displace existing sources of funds for rail and other forms of public transportation, including, but not limited to, funds that have been provided pursuant to Article XIX of the California Constitution, the Transportation Planning and Development Account in the State Transportation Fund, the Mills-Alquist-Deddeh Act (Chapter 4 (commencing with Section 99200) of Part 11), and local transportation sales taxes; that any future comprehensive transportation funding legislation shall not offset or reduce the amounts otherwise made available for transit purposes by this act; and that funding for public transit should be increased from existing sources including fuel taxes and sales tax on fuels.

**Continuously Appropriated To Commission**

*Added: Proposition 116*

99612. Notwithstanding Section 13340 of the Government Code, all money deposited in the fund is hereby continuously appropriated to the commission, without regard to fiscal years, for allocation for grants to itself, the department, the Department of Parks and Recreation, and to local agencies pursuant to Chapter 3 (commencing with Section 99620).

**Allocation Of Funds**

*Added: Proposition 116*

99613. (a) The commission shall allocate money from the fund in accordance with the allocations specified in Chapter 3 (commencing with Section 99620) to the department, to the Department of Parks and Recreation, and to local agencies as grants for expenditure for the preservation, acquisition, construction, or improvement of any of the following:

- (1) Rights-of-way for rail purposes.
- (2) Rail terminals and stations.
- (3) Rolling stock, including locomotives, passenger cars, and related rail equipment and facilities.
- (4) Grade separations and other improvements along rail rights-of-way for rail purposes.
- (5) Rail maintenance facilities.
- (6) Other capital facilities deemed necessary for a specified rail service, including soundwalls.
- (7) Capital expenditures for the purposes specified in subdivision (b) of Section 1 of Article XIX of the California Constitution.
- (8) Paratransit vehicles, bicycle facilities, and water-borne ferry vessels and facilities.
- (9) The project described in Section 99648.

(b) The commission shall require each applicant for a grant pursuant to Chapter 3 (commencing with Section 99620), including the department, to demonstrate in its application that if the grant funds being applied for are awarded, no other funds which were previously planned, programmed, or approved for rail purposes will be used for other than rail purposes.

(c) Consistent with Section 99665, money from the fund may be used to satisfy any federal, state or local matching fund requirement for the project to be funded. Money from the fund may be used to provide local matching funds for grade separations pursuant to subdivision (c) of Section 1202 or Section 1202.5.

(d) Authorized expenditures listed in paragraphs (1) to (7), inclusive, of subdivision (a) are "rail projects" as defined in subdivision (j) of Section 99602.

(e) Grant funds shall be expended only for capital expenditures.

(f) Projects to be funded shall include, to the greatest extent possible, projects which integrate and facilitate transfers between rail lines, including all rail lines for which funding is provided by this part.

**Interest Paid From General Fund**

*Added: Proposition 116*

99614. (a) Notwithstanding Section 16312 of the Government Code and Section 99694.5 of this part, the interest on any loans made from the Pooled Money

Investment Account to the fund for the purposes of carrying out the purposes of this part shall be paid from the General Fund.

(b) Notwithstanding Section 13440 of the Government Code, the amounts required to be paid pursuant to subdivision (a) are hereby continuously appropriated from the General Fund.

(c) The appropriations for interest payments pursuant to subdivision (b) are appropriations for debt service, as defined in Section 8 of Article XIII B of the California Constitution, and are therefore exempt from the appropriations limit set by that article.

### CHAPTER 3. GRANTS

#### **Awarded**

*Added: Proposition 116*

99620. This chapter sets forth the purposes and the amounts for which allocations shall be made from the fund. Money from the fund shall be awarded as grants by the commission pursuant to Sections 99621 to 99651, inclusive, for the purposes specified in those sections. The amount of a grant awarded pursuant to any of those sections shall not exceed the amount specified therein. The department and local agencies may implement service funded pursuant to this chapter on an incremental basis. Partial grants may be made for preliminary engineering and design purposes.

#### **Survey**

*Added: Proposition 116*

99621. One million dollars (\$1,000,000) shall be allocated to the department to complete a survey of all rail rights-of-way in the state. The study shall be completed by December 31, 1991, and shall identify the status of all the rail corridors in the state and evaluate their relative importance and potential for future rail passenger service.

#### **San Joaquin And Capitol Corridors**

*Added: Proposition 116*

99622. Two hundred thirty million dollars (\$230,000,000) shall be allocated to the department for all of the following:

(a) Improvements to the Los Angeles-Fresno-San Francisco Bay Area passenger rail corridor and extension of the corridor to Sacramento, one hundred forty million dollars (\$140,000,000), including at least sixty million dollars (\$60,000,000) for rail rehabilitation and other rail improvements to provide intercity rail service between Fresno and Oakland via Madera, Merced, Turlock, and Modesto, and not more than thirty million dollars (\$30,000,000) for rehabilitation and other rail improvements to provide intercity rail service between Stockton and Sacramento via Lodi and Galt.

(b) Preliminary engineering and feasibility studies of a high speed passenger rail link between Bakersfield and Los Angeles, five million dollars (\$5,000,000).

(c) Implementation of intercity rail service from Placer County to Santa Clara County, eighty five million dollars (\$85,000,000), of which not more than thirty five million dollars (\$35,000,000) for rehabilitation and other rail

improvements to provide intercity rail service between Auburn and Davis, including funding for right-of-way acquisition. Service to Woodland may also be provided, if deemed practicable by the department.

### **Los Angeles - Santa Barbara Corridor**

*Added: Proposition 116*

99623. (a) Eighty one million dollars (\$81,000,000) shall be allocated to the department for intercity and commuter rail projects along the Los Angeles-Santa Barbara rail corridor to be allocated for expenditure as follows:

- (1) In Ventura County, thirty one million dollars (\$31,000,000).
- (2) In Santa Barbara County, seventeen million dollars (\$17,000,000).
- (3) In Los Angeles County, thirty three million dollars (\$33,000,000).

(b) The funds allocated for expenditure in Los Angeles and Ventura Counties may be expended in coordination with a joint powers agency required to be established for commuter rail service pursuant to Section 130255 within that segment of the corridor.

### **Grade Separations-Alameda Corridor**

*Added: Proposition 116*

99624. (a) Eighty million dollars (\$80,000,000) to the department for grade separations along the Alameda-San Pedro branch rail line connecting the Los Angeles and Long Beach Harbors with downtown Los Angeles and paralleling Alameda Street, to alleviate vehicle traffic congestion, conserve energy, reduce air pollution in the area, and facilitate the more efficient and expeditious shipment of freight to and from the Los Angeles and Long Beach Harbors. The current owner of the Alameda-San Pedro branch line may, at its option, continue to own and operate the line and related right-of-way.

(b) The allocation and granting of funds pursuant to this Section shall be exempt from Sections 99653 and 99663. The allocation and granting of funds pursuant to this section shall also be exempt from subdivision (c) of Section 1202, and Sections 1202.5 and 99317.8 of the Public Utilities Code, and Sections 2450 to 2461, inclusive, of the Streets and Highways Code if the affected railroad corporation contributes ten (10) percent of the costs of constructing the grade separations funded pursuant to this section. Notwithstanding any provision of this code or the Streets and Highways Code, no city on the Alameda-San Pedro branch line shall be assessed costs for the grade separations. The department is the sole state agency responsible for designing, determining priorities, and implementing the construction of those grade separations. The department shall coordinate its planning with any joint powers agency established to represent affected cities, local agencies, or commissions. The department shall further coordinate and cooperate with any such joint powers agency so that the expenditure of any federal, local, and private funds including those for tracks, switching, and interconnection improvements, and the possible construction of a proposed Alameda Street truck corridor is accomplished in an efficient and well-planned manner.

(c) For the purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), grade separations funded pursuant to this section and all related track and switching improvements and rail interconnections shall be considered to be one project.



**Rail Service-Humboldt County**

*Added: Proposition 116*

99625. (a) Six million dollars (\$6,000,000) shall be allocated to the department for the improvement of rail service, including rail freight service and tourist-related services, important to the regional economy of Humboldt county.

(b) The commission shall not approve a grant for purposes of this section unless the Board of Supervisors of the County of Humboldt makes a finding that the project proposed for funding is in the public interest and vital to the economy of the county and the commission determines that the proposed project will serve a public purpose.

(c) Notwithstanding subdivisions (a) and (b), the grant authorized by this section may be used by the Humboldt County Association of Governments, at its request, for any of the purposes specified in Section 99628.

**Rail Service-Mendocino County**

*Added: Proposition 116*

99626. (a) Four million dollars (\$4,000,000) shall be allocated to the department for the improvement of rail service, including rail freight service and tourist-related services, important to the regional economy of Mendocino County.

(b) The commission shall not approve a grant for purposes of this section unless the Board of Supervisors of the County of Mendocino makes a finding that the project proposed for funding is in the public interest and vital to the economy of the county and the commission determines that the proposed project will serve a public purpose.

(c) Notwithstanding subdivisions (a) and (b), the grant authorized by this section may be used by the Mendocino Council of Governments, at its request, for any of the purposes specified in Section 99628.

**North Coast Railroad Authority**

*Added: Proposition 116*

99627. (a) If the Legislature establishes a railroad transportation authority which includes, or which is subsequently expanded to include, within its jurisdiction, Humboldt County or Mendocino County, or both of them, the authority shall be substituted for the department and affected councils of government as the applicant and the grantee agency for purposes of Sections 99625 and 99626.

(b) If the authority includes, or is expanded to include, within its jurisdiction, Del Norte County, the authority shall be substituted for the county as the applicant and grantee agency for purposes of Section 99628.

**Nonurban Program**

*Added: Proposition 116*

99628. (a) Seventy three million dollars (\$73,000,000) for allocation by the commission on a per capita basis to the Counties of Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, El Dorado, Glenn, Imperial, Inyo, Lake, Lassen, Mariposa, Modoc, Mono, Napa, Nevada, Plumas, San Benito, San Luis Obispo, Shasta, Sierra, Siskiyou, Sutter, Tehama, Trinity, Tuolumne, and Yuba, for railroad grade crossing improvements, acquisition of railroad rights-of-way for rail transportation purposes, rail passenger or other rail stations, railroad

soundwalls, and other local rail improvements for safety; purchase of paratransit vehicles; and other capital facilities for public transportation. Funds may not be allocated for street or highway improvements, operations, maintenance, or construction.

(b) Application for grants shall be submitted to the commission by the transportation planning agency having jurisdiction in the county.

(c) If the commission has not received applications by December 31, 1992, for all of the funds available for allocation pursuant to this section, it may reallocate the remaining funds on the basis of a competitive grants program to the counties specified in subdivision (a). The commission shall adopt regulations or guidelines governing the competitive program allocations to proposals which best serve the purposes of this part.

(d) Funds allocated pursuant to this section and Section 99639 may be pooled by any combination of the recipient counties and used with private funds to acquire existing railroad rights-of-way for passenger and freight rail projects, or for other rail projects.

### **Los Angeles - San Diego Rail Corridor**

*Added: Proposition 116*

99629. Two hundred two million dollars (\$202,000,000) shall be allocated to the Los Angeles-San Diego Rail Corridor Agency for intercity and commuter rail projects for expenditure as follows:

- (a) In San Diego County, forty five million dollars (\$45,000,000).
- (b) In Orange County, eighty two million dollars (\$82,000,000).
- (c) In Los Angeles County, seventy five million dollars (\$75,000,000).

### **Los Angeles County**

*Added: Proposition 116*

99630. Two hundred twenty nine million dollars (\$229,000,000) shall be allocated to the Los Angeles County Transportation Commission, for expenditure on rail projects within Los Angeles County as follows:

(a) Not less than eighty million dollars (\$80,000,000) thereof shall be allocated for Metro Rail.

(b) Not less than eighty million dollars (\$80,000,000) thereof shall be allocated for rail projects other than Metro Rail within Los Angeles County.

### **San Bernardino - Riverside - Orange County Corridor**

*Added: Proposition 116*

99631. (a) Seventy nine million dollars (\$79,000,000) shall be allocated to the joint powers agency required to be established pursuant to Section 130255, for the San Bernardino-Riverside-Orange County rail corridor, for expenditure for commuter rail projects as follows:

- (1) In Riverside County, forty seven million dollars (\$47,000,000).
- (2) In Orange County, twenty seven million dollars (\$27,000,000).
- (3) In San Bernardino County, five million dollars (\$5,000,000).

(b) If full or partial funding for the project in Riverside County becomes available from other sources, application may be made by the Riverside County Transportation Commission to use the portion of the grant not needed for the project for other rail projects in the county.

(c) If full or partial funding for the project in San Bernardino County becomes available from other sources, application may be made by the San Bernardino County Transportation Commission to use the portion of the grant not needed for the project for other rail projects in the county.

(d) If full or partial funding for the project in Orange County becomes available from other sources, application may be made by the Orange County Transportation Commission to use the portion of the grant not needed for the project for other rail projects in the county.

### **San Bernardino - Los Angeles Corridor**

*Added: Proposition 116*

99632. (a) Ninety eight million dollars (\$98,000,000) shall be allocated to the joint powers agency required to be established pursuant to Section 130255, for the San Bernardino-Los Angeles rail corridor, for expenditure for commuter rail projects in the county.

(1) In Los Angeles County, forty two million dollars (\$42,000,000).

(2) In San Bernardino County, fifty six million dollars (\$56,000,000).

(b) If full or partial funding for the project in Los Angeles County becomes available from other sources, the Los Angeles County Transportation Commission may make application to use the portion of the grant not needed for the project for other rail projects in the county.

(c) If full or partial funding for the project in San Bernardino County becomes available from other sources, application may be made by the San Bernardino County Transportation Commission to use the portion of the grant not needed for the project for other rail projects in the county.

### **Alameda County Transportation Authority**

*Added: Proposition 116*

99633. Sixty one million dollars (\$61,000,000) shall be allocated to the Alameda County Transportation Authority for expenditure on rail projects of the San Francisco Bay Area Rapid Transit District and other rail projects within Alameda County, as determined by the authority. Projects funded pursuant to this section shall be consistent with the new rail starts and extensions plan of the Metropolitan Transportation Commission.

### **Contra Costa Transportation Authority**

*Added: Proposition 116*

99634. Thirty seven million dollars (\$37,000,000) shall be allocated to the Contra Costa Transportation Authority for expenditure on rail projects of the San Francisco Bay Area Rapid Transit District and other rail projects within Contra Costa County, as determined by the authority. Projects funded pursuant to this section shall be consistent with the new rail starts and extensions plan of the Metropolitan Transportation Commission.

### **San Francisco City And County**

*Added: Proposition 116*

99635. Thirty five million dollars (\$35,000,000) shall be allocated to the Public Utilities Commission of the City and County of San Francisco, for expenditure for rail projects within the City and County of San Francisco.

**CalTrain**

*Added: Proposition 116*

99636. One hundred seventy three million dollars (\$173,000,000) shall be allocated to the Peninsula Corridor Study Joint Powers Board for CalTrain capital improvements and acquisition of rights-of-way, as follows:

(a) In the City and County of San Francisco, thirteen million dollars (\$13,000,000).

(b) In San Mateo County, nineteen million dollars (\$19,000,000).

(c) In Santa Clara County, twenty one million dollars (\$21,000,000), to be allocated for expenditure as follows:

(1) Existing service from San Jose, seventeen million dollars (\$17,000,000).

(2) Extension of service south of San Jose to the county line, four million dollars (\$4,000,000).

(d) Acquisition of rights-of-way, one hundred twenty million dollars (\$120,000,000).

**San Mateo County Transit District**

*Added: Proposition 116*

99637. Ten million dollars (\$10,000,000) shall be allocated to the San Mateo County Transit District for expenditure for extensions of the San Francisco Bay Area Rapid Transit District within San Mateo County.

**Monterey County**

*Added: Proposition 116*

99638. Seventeen million dollars (\$17,000,000) shall be allocated to the Monterey County Transportation Commission for the following:

(a) Extension of CalTrain service.

(b) Other rail projects within Monterey County.

**Marin And Sonoma Counties**

*Added: Proposition 116*

99639. (a) Twenty eight million dollars (\$28,000,000) shall be allocated to a joint powers agency responsible for expenditure for a rail project along the Santa Rosa to Larkspur rail corridor.

(b) Notwithstanding subdivision (a), eleven million dollars (\$11,000,000) of the grant authorized by this section may be allocated to the Board of Supervisors of the County of Marin, and seventeen million dollars (\$17,000,000) may be allocated to the Board of Supervisors of the County of Sonoma, for expenditure on the rail project described in subdivision (a) or for any of the purposes specified in Section 99628, if both boards concur.

**Santa Cruz County Transportation Commission**

*Added: Proposition 116*

99640. Eleven million dollars (\$11,000,000) shall be allocated to the Santa Cruz County Transportation Commission for the following:

(a) Intercity passenger rail projects connecting the City of Santa Cruz with the Watsonville Junction.

(b) Other rail projects within Santa Cruz County which facilitate recreational, commuter, intercity and intercounty travel.

**Santa Clara County Transit District**

*Added: Proposition 116*

99641. Forty seven million dollars (\$47,000,000) shall be allocated to the Santa Clara County Transit District, for expenditure for rail projects within Santa Clara County.

**San Diego County**

*Added: Proposition 116*

99642. Seventy seven million dollars (\$77,000,000) shall be allocated on a per capita basis to the San Diego Metropolitan Transit Development Board and the North San Diego County Transit Development Board for expenditure for rail projects within San Diego County.

**Sacramento Regional Transit District**

*Added: Proposition 116*

99643. One hundred million dollars (\$100,000,000) shall be allocated to the Sacramento Regional Transit District for rail transit projects.

**San Joaquin Council Of Governments**

*Added: Proposition 116*

99644. Fourteen million dollars (\$14,000,000) shall be allocated to the San Joaquin Council of Governments for expenditure for rail projects along the Stockton-Manteca-Tracy corridor to the Alameda County line, including three hundred thousand dollars (\$300,000) for a preliminary engineering and economic study of passenger rail service along the Stockton-Livermore (Altamont) corridor. Projects funded pursuant to this section shall be consistent with a locally adopted regional transportation plan.

**City Of Irvine**

*Added: Proposition 116*

99645. One hundred twenty five million dollars (\$125,000,000) shall be allocated to the City of Irvine for construction of a guideway demonstration project.

**City Of Vallejo**

*Added: Proposition 116*

99646. Ten million dollars (\$10,000,000) shall be allocated to the City of Vallejo for expenditure on water-borne ferry vessels and terminal improvements.

**City Of South Lake Tahoe**

*Added: Proposition 116*

99647. Seven million dollars (\$7,000,000) shall be allocated to the City of South Lake Tahoe for expenditure on acquisition of rights-of-way, construction of an intermodal station, and related facilities for an exclusive public mass transit guideway project.

**State Museum Of Railroad Technology**

*Added: Proposition 116*

99648. Five million dollars (\$5,000,000) to the Department of Parks and Recreation for construction of the California State Museum of Railroad Technology. These funds shall be provided to the Department of Parks and Recreation when sufficient funding for the entire project is available.

**Rail Cars And Locomotives**

*Added: Proposition 116*

99649. (a) One hundred million dollars (\$100,000,000) shall be allocated by the commission to fund a competitive program for the acquisition of both commuter and intercity rail cars and locomotives designed pursuant to Section 99603. Local agencies and the department may apply for these funds, which shall be allocated to the department for a joint purchase. No matching funds shall be required for this competitive program. A local agency may contract with the department for purchase of additional rail equipment funded with other funds available to the local agency, including funds made available by this chapter. No funds made available by the commission pursuant to this chapter shall be used to purchase intercity or commuter rail cars or locomotives other than the standard equipment designed pursuant to Section 99603.

(b) The department shall estimate the need for commuter and intercity rail cars and locomotives to be ordered pursuant to this section and establish a delivery schedule based on the needs of the operators of rail service. Orders for rail cars and locomotives shall include options as deemed necessary by the department to ensure that equipment is delivered when needed and to permit additional future orders.

(c) The department may purchase rail cars and locomotives by competitive bid or competitive negotiation, and may negotiate sale-lease back provisions if determined to be advantageous. Proceeds from sale-lease back shall be used to acquire additional rail cars and equipment.

**Bicycle Improvement Projects**

*Added: Proposition 116*

99650. (a) Twenty million dollars (\$20,000,000) shall be allocated to fund a program of competitive grants to local agencies for capital outlay for bicycle improvement projects which improve safety and convenience for bicycle commuters.

(b) Grants for the establishment of separate bicycle paths and ways shall be awarded only if the department determines that the route established will be principally used by bicycle commuters.

**Water-Borne Ferry Projects**

*Added: Proposition 116*

99651. Twenty million dollars (\$20,000,000) shall be allocated to fund a program of competitive grants to local agencies for the construction, improvement, acquisition, and other capital expenditures associated with water-borne ferry operations for the transportation of passengers or vehicles, or both.

**Administration**

*Added: Proposition 116*

99652. Not more than ten million dollars (\$10,000,000) may be allocated for the administration of this part by the commission to pay its expenses and the expenses of the department in administering this part. The commission may contract with the department for technical review services needed to review grant applications pursuant to this section. The commission shall not reduce the amount of a grant authorized by this chapter to defray the costs of analyzing grant applications or any other costs associated with its administration of this part.

**Reallocate Funds**

*Added: Proposition 116*

99653. In any case in which funds are granted or allocated for expenditure within specified counties or regions in or along a rail corridor, the grantee agency, including the department may, by resolution, and with the approval of the commission and of all the agencies which program capital improvements for transportation purposes along the affected part of the corridor, reallocate the funds for expenditure elsewhere along the corridor. For the purposes of this section, a corridor is a route used to provide passenger rail service.

**Successor Agency**

*Added: Proposition 116*

99654. Any agency or combination of agencies which is the successor to an agency having any rights, powers, duties, or obligations under this part, including eligibility to apply for, award, receive, and expend a grant, shall fully succeed to those rights, powers, duties, and obligations.

## CHAPTER 4. APPLICATIONS FOR GRANTS

**Guidelines**

*Added: Proposition 116*

99660. (a) The commission shall adopt guidelines, as necessary, to require that grants for transit projects be expended for projects which are essential to the implementation of safe and reliable transit services. The guidelines shall include criteria for the awarding of grants for new or rehabilitated rail construction for passenger rail projects, specifying a maximum cost per mile for service for various regions of the state.

(b) The purpose of this section is to facilitate implementation of improved cost-effective transit service to the maximum number of Californians and to prevent the funds provided for by this part from being spent on needlessly costly features.

**Authorization**

*Added: Proposition 116*

99661. The department, the Department of Parks and Recreation, or a local agency responsible for a project which is eligible for a grant pursuant to Chapter 3 (commencing with Section 99620) may apply to the commission for a grant for that project. Each application shall identify the specific section of Chapter 3 which

authorizes the grant applied for. If a project is proposed to be funded by grants authorized by more than one section, the application shall identify each of the applicable sections and shall specify the amount applied for under each of those sections.

### **Joint Applications**

*Added: Proposition 116*

99662. Two or more applicant agencies may join in applying for a grant for a project in which each of the agencies will participate.

### **Plan Required**

*Added: Proposition 116*

99663. (a) In accordance with regulations and guidelines of the commission, each application shall be accompanied by a plan describing how the grant funds will be used, what other capital funds are available for the project, and how those funds will be used. The plan shall include a plan for operating any new service, including a financial plan for operation.

(b) The plan shall also identify the sources of the remainder of the funds required for construction and operation of any new service.

(c) The application shall demonstrate that a reasonable share of the cost of any new or rehabilitated passenger rail service, as determined by the commission, will be covered by farebox revenue.

### **Application Review Time Limits**

*Added: Proposition 116*

99664. (a) The commission, with the assistance of the department, shall commence its review of an application for a grant within 30 days of receipt of the application.

(b) The application shall either be approved or denied by the commission within 180 days of its receipt, except that, if the commission requests additional information from the applicant, the time for approving or denying the application shall be calculated from the date that the commission receives the additional information requested.

(c) If the commission denies an application, it shall state the specific reasons for that denial and may, in its discretion, permit the application to be amended to remove those grounds for denial. The commission shall have 180 days from the receipt of an amended application to either approve or deny the amended application.

(d) The commission shall not deny any application which meets the requirements of this part and which conforms to the regulations and guidelines of the commission for the award of grants, nor shall the commission unreasonably delay the approval of an application which substantially conforms to those requirements if the applicant agrees to allow the commission to modify the application to meet its conditions for approval.

### **Matching Funds**

*Added: Proposition 116*

99665. (a) To be eligible for a grant for a rail transit project pursuant to Section 99630, subdivision (b), (c), or (d) of Section 99631, subdivision (b) or (c) of Section



99632, Section 99633, 99634, 99635, 99637, subdivision (b) of Section 99638, Section 99639, subdivision (b) of Section 99640, Section 99641, 99642, 99643, 99644, or 99645, an applicant agency shall match on a dollar-for-dollar basis, the amount of the grant from other public or private sources and shall demonstrate, to the satisfaction of the commission, the availability of those other funds.

(b) Local agencies shall not adopt new or increased development taxes, fees, or exactions or permit fees for the purpose of providing matching funds for any grant specified in subdivision (a) or to pay for operating costs of new service established by a grant made pursuant to this part.

(c) Bridge toll revenues otherwise available to a local agency may be used as a source of matching funds.

### **Eligibility**

*Added: Proposition 116*

99666. The eligibility of an applicant agency for a grant pursuant to a section of Chapter 3 (commencing with Section 99620) does not make it ineligible to apply for and receive a grant pursuant to any other provision of that chapter.

### **Transportation Planning Agency**

*Added: Proposition 116*

99667. (a) An application for a grant for a commuter rail or rail transit project within the area of jurisdiction of a transportation planning agency, as defined in Sections 29532 and 29532.4 of the Government Code, shall be subject to the grant review authority of the transportation planning agency.

*[sic] [Subdivision (a) is the only subdivision in this section]*

### **Maximize Efficiency**

*Added: Proposition 116*

99668. *[sic] [This section has no subdivision (a)]* Each application for a grant to fund a segment of a commuter rail project shall demonstrate that the project is coordinated with all other planned and existing connecting commuter and intercity services, to maximize their efficiency and service to the people in the region.

(b) If practicable, a joint maintenance facility shall be developed for commuter and other rail equipment at a central location in Southern California.

(c) In order to maximize efficiency and avoid duplication of effort, a single joint powers agency may be established to implement and operate all commuter rail services in Southern California.

### **Transit Integration Plan**

*Added: Proposition 116*

99669. An application for rail transit extension shall include a plan for integrating bus service with rail line and for avoiding duplicative and competing bus service. The commission shall submit the application to a peer review committee of at least three persons which shall evaluate the adequacy of the local agency's transit integration plan. The peer review committee shall be appointed by the commission from persons recommended by the department and shall include representatives of transit operators. The local agency shall either implement recommendations of the peer review committee or indicate why the

recommendations are not being implemented. The commission shall review the adequacy of the transit integration plan before approving the rail transit extension.

## CHAPTER 5. CONDITIONS

### **Excluded Projects**

*Added: Proposition 116*

99680. Funds allocated pursuant to this part shall not be used for any of the following:

- (a) A rail project connecting San Bernardino County and the State of Nevada.
- (b) Any alteration to the Golden Gate Bridge.
- (c) Passenger rail facilities which would not be available to the general public or whose primary purpose would be to benefit a private entity or individual.

### **Railroad Corporation**

*Added: Proposition 116*

99681. Funds shall not be allocated for a project requiring service over the right-of-way of a railroad corporation unless a course of improvements and operation is agreed to by the railroad corporation or unless the right-of-way, or all or part of use of the right-of-way, is acquired by eminent domain or purchase. New or increased passenger service over the right-of-way of a railroad corporation shall be implemented in a manner which ensures the adequacy and efficiency of existing freight service. Neither the specific amounts allocated pursuant to Chapter 3 (commencing with 99620), nor any other provision of this part, are intended to indicate the actual fair market value of any railroad right-of-way to be acquired or leased.

### **Facilities Accessible To Physically Disabled**

*Added: Proposition 116*

99682. All passenger rail and water borne ferry equipment and facilities acquired or constructed pursuant to this part and intended for public use shall be accessible to persons with physical disabilities, including wheelchair users. All passenger vehicles and vessels shall be accessible to wheelchair users at all stops, stations and terminals whether or not staffed.

### **Bicycle Access**

*Added: Proposition 116*

99683. All passenger vehicles and vessels acquired pursuant to this part shall provide reasonable access to bicycles. All stations acquired or constructed pursuant to this part shall provide convenient and secure bicycle parking facilities.

### **Reallocate Funds**

*Added: Proposition 116*

99684. (a) All funds allocated to an agency pursuant to this part shall be programmed, encumbered, obligated, or spent prior to July 1, 2000, unless economically infeasible. If funds allocated to an agency pursuant to this part are

not expended or encumbered prior to July 1, 2000, the Legislature may, by a statute passed in each house by a two-thirds vote, reallocate those funds for another rail project within that agency's jurisdiction.

(b) If any of the funds are not expended or encumbered prior to July 1, 2010, the Legislature may, in the same manner, reallocate the funds for any other passenger rail project in the state.

(c) In the case of funds allocated to the department, the reallocation shall be for a state-sponsored passenger rail project.

(d) The Legislature may, by statute passed in each house by majority vote, or in the annual Budget Bill, require the commission to award any grant specified in Chapter 3 (commencing with Section 99620) which the commission has denied.

### **Governor's Option**

*Added: Proposition 116*

99685. If, within one year after the commission has denied any grant specified in Chapter 3 (commencing with Section 99620), the Legislature does not require the commission to award the grant pursuant to Section 99864, the Governor may direct the commission to award the grant if the Governor finds that the applicant for the grant is in substantial compliance with the requirements of this part.

### **California Environmental Quality Act**

*Added: Proposition 116*

99686. Every expenditure made pursuant to this part shall be made in compliance with the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

## **CHAPTER 6. BONDS**

### **Clean Air and Transportation Improvement Bond Act**

*Added: Proposition 116*

99690. This chapter shall be known and may be cited as the Clean Air and Transportation Improvement Bond Act of 1990.

### **Issued And Sold**

*Added: Proposition 116*

99690.5. Bonds in the total amount of one billion nine hundred ninety million dollars (\$1,990,000,000), exclusive of refunding bonds, or so much thereof as is necessary, may be issued and sold to be used for carrying out the purposes expressed in this part and to be used to reimburse the General Obligation Bond Expense Revolving Fund pursuant to Section 16724.5 of the Government Code. The bonds, when sold, shall be and constitute a valid and binding obligation of the State of California, and the full faith and credit of the State of California is hereby pledged for the punctual payment of both principal and interest as they become due and payable.

**Clean Air and Transportation Improvement Fund**

*Added: Proposition 116*

99691. The proceeds of bonds and notes issued and sold pursuant to this chapter shall be deposited in the Clean Air and Transportation Improvement Fund created by Section 99610.

**State General Obligation Bond Law**

*Added: Proposition 116*

99691.5. The bonds authorized by this chapter shall be prepared, executed, issued, sold, paid, and redeemed as provided in the State General Obligation Bond Law (Chapter 4 (commencing with Section 16720) of Part 3 of Division 4 of Title 2 of the Government Code), and all provisions of that law shall apply to the bonds and are hereby incorporated in this chapter as though set forth in full in this chapter.

**Transportation Improvement Finance Committee**

*Added: Proposition 116*

99692. (a) Solely for the purpose of authorizing the issuance and sale, pursuant to the State General Obligation Bond Law, of the bonds authorized by this chapter, the Transportation Improvement Finance Committee is hereby created. For purposes of this chapter, the Transportation Improvement Finance Committee is "the committee" as that term is used in the State General Obligation Bond Law. The committee shall consist of the Controller, the Director of Finance, and the Treasurer, or their designated representatives. The Treasurer shall serve as chairperson of the committee. A majority of the committee may act for the committee.

(b) For purposes of this chapter, the commission is hereby designated as "the board".

**Bond Committee**

*Added: Proposition 116*

99692.5. The committee shall determine whether or not it is necessary or desirable to issue bonds authorized pursuant to this chapter in order to carry out this part, and, if so, the amount of the bonds to be issued and sold. Successive issues of bonds may be authorized and sold to carry out those purposes progressively, and it is not necessary that all of the bonds authorized to be issued be sold at any one time.

**Principal And Interest**

*Added: Proposition 116*

99693. There shall be collected annually in the same manner and at the same time as other state revenue is collected, in addition to the ordinary revenues of the state, a sum in an amount required to pay the principal of, and interest on, the bonds each year. It is the duty of all officers charged by law with any duty in regard to the collection of the revenue to do and perform each and every act which is necessary to collect that additional sum.

**General Fund Appropriation**

*Added: Proposition 116*

99693.5. Notwithstanding Section 13340 of the Government Code, there is hereby appropriated from the General Fund, for the purposes of this part, an amount that will equal the total of the following:

(a) The sum annually necessary to pay the principal of, and interest on, bonds issued and sold pursuant to this chapter, as the principal and interest become due and payable.

(b) The sum which is necessary to carry out Section 99694, appropriated without regard to fiscal years.

**Authorized Withdrawal**

*Added: Proposition 116*

99694. For the purposes of carrying out this part, the Director of Finance may authorize the withdrawal from the General Fund of an amount or amounts not to exceed the amount of unsold bonds which have been authorized by the committee to be sold for the purpose of carrying out those provisions. Any amounts withdrawn shall be deposited in the fund. Any money made available under this section shall be returned to the General Fund from money received from the sale of bonds which would otherwise be deposited in the fund.

**Separate Accounts**

*Added: Statutes of 1991, Chapter 652 (SB 822)*

99694.2. Notwithstanding any other provision of this bond act, or of the State General Obligation bond Law (Chapter 4 (commencing with Section 16720) of Part 3 of Division 4 of Title 2 of the Government Code), if the Treasurer sells bonds pursuant to this bond act that include a bond counsel opinion to the effect that the interest on the bonds is excluded from gross income for federal tax purposes under designated conditions, the Treasurer may maintain separate accounts for the bond proceeds invested and the investment earnings on those proceeds, and may use or direct the use of those proceeds or earnings to pay any rebate, penalty, or other payment required under federal law, or take any other action with respect to the investment and use of those bond proceeds, as may be required or desirable under federal law in order to maintain the tax-exempt status of those bonds and to obtain any other advantage under federal law on behalf of the funds of this state.

**Pooled Money Investment Account Loan**

*Added: Proposition 116*

99694.5. The board may request the Pooled Money Investment Board to make a loan from the Pooled Money Investment Account in the General Fund, in accordance with Section 16312 of the Government Code, to carry out this part. The amount of the loan shall not exceed the amount of the unsold bonds which the committee has, by resolution, authorized to be sold for the purposes of this chapter. The board shall execute any documents as required by the Pooled Money Investment Board to obtain and repay the loan. Any amounts loaned shall be deposited in the fund to be allocated in accordance with this chapter.

**Premium And Accrued Interest**

*Added: Proposition 116*

99695. All money derived from premium and accrued interest on bonds sold shall be reserved and shall be available for transfer to the General Fund as a credit to expenditures for bond interest.

**Refunding Bonds**

*Added: Proposition 116*

99695.5. Any bonds issued or sold pursuant to this chapter may be refunded by the issuance of refunding bonds in accordance with Article 6 (commencing with Section 16780) of Chapter 4 of Part 3 of Division 4 of Title 2 of the Government Code. Approval by the electors of the state for the issuance of the bonds shall include approval of the issuance of any bonds issued to refund any bonds originally issued or any previously issued refunding bonds.

**Not Subject To Limitation**

*Added: Proposition 116*

99696. The people of California hereby find and declare that, inasmuch as the proceeds from the sale of bonds authorized by this part are not "proceeds of taxes" as that term is used in Article XIII B of the California Constitution, the disbursement of these proceeds is not subject to the limitation imposed by that article.

\* \* \* \* \*

# REVENUE AND TAXATION CODE

## DIVISION 2. OTHER TAXES

### PART 1. SALES AND USE TAXES

#### CHAPTER 9. DISPOSITION OF PROCEEDS

##### **Retail Sales Tax Fund**

*Added: Statutes of 1941, Chapter 36*

7101. All fees, taxes, interest, and penalties imposed and all amounts of tax required to be paid to the State under this part shall be paid to the board in the form of remittances payable to the State Board of Equalization of the State of California. The board shall transmit the payments to the State Treasurer to be deposited in the State Treasury to the credit of the Retail Sales Tax Fund.

##### **Disposition Of Funds**

*Amended: Statutes of 1993, Chapter 866 (AB 1259)*

7102. The money in the fund shall, upon order of the Controller, be drawn therefrom for refunds under this part, and pursuant to Section 1793.25 of the Civil Code, or be transferred in the following manner:

(a) (1) All revenues, less refunds, derived under this part at the 4 3/4-percent rate, including the imposition of sales and use taxes with respect to the sale, storage, use, or other consumption of motor vehicle fuel which would not have been received if the sales and use tax rate had been 5 percent and if motor vehicle fuel, as defined for purposes of the Motor Vehicle Fuel License Tax Law (Part 2 (commencing with Section 7301)), had been exempt from sales and use taxes, shall be estimated by the State Board of Equalization, with the concurrence of the Department of Finance and shall be transferred quarterly to the Transportation Planning and Development Account, a trust fund in the State Transportation Fund.

(2) All revenues, less refunds, derived under this part at the 4-3/4 percent rate, resulting from increasing after December 31, 1989, the rate of tax imposed pursuant to the Motor Vehicle Fuel License Tax Law on motor vehicle fuel, as defined for purposes of that law, shall be transferred quarterly to the Transportation Planning and Development Account, a trust fund in the State Transportation Fund.

(3) All revenues, less refunds, derived under this part at the 4-3/4 percent rate from the imposition of sales and use taxes on fuel, as defined for purposes of the Use Fuel Tax Law (Part 3 (commencing with Section 8601)), shall be estimated by the State Board of Equalization, with the concurrence of the Department of Finance, and shall be transferred quarterly to the Transportation Planning and Development Account, a trust fund in the State Transportation Fund.

(4) All revenues, less refunds, derived under this part from a rate of more than 4-3/4 percent pursuant to Sections 6051.1 and 6201.1 for the period December 1, 1989, to June 5, 1990, inclusive, shall be transferred to the Disaster Relief Fund created by Section 16419 of the Government Code.

(5) All revenues, less refunds, derived under this part from a rate of more than 4-3/4 percent pursuant to Sections 6051.1 and 6201.1 for the period of June 6, 1990, to December 31, 1990, inclusive, which is attributable to the imposition of

sales and use taxes with respect to the sale, storage, use, or other consumption of tangible personal property other than fuel, as defined for purposes of the Use Fuel Tax Law (Part 3 (commencing with Section 8601)), shall be transferred to the Disaster Relief Fund created by Section 16419 of the Government Code.

(6) All revenues, less refunds, derived under this part from a rate of more than 4-3/4 percent pursuant to Sections 6051.1 and 6201.1 for the period June 6, 1990, to December 31, 1990, inclusive, which is attributable to the imposition of sales and use taxes with respect to the sale, storage, use, or other consumption of fuel, as defined for purposes of the Use Fuel Tax Law (Part 3 (commencing with Section 8601)), shall be transferred to the Disaster Relief Fund created by Section 16419 of the Government Code.

(7) All revenues, less refunds, derived under this part from the taxes imposed pursuant to Sections 6051.2 and 6201.2 shall be transferred to the Sales Tax Account of the Local Revenue Fund for allocation to cities and counties as prescribed by statute.

(8) All revenues, less refunds, derived under this part from the taxes imposed pursuant to Sections 6051.6 and 6201.6 shall be transferred to the Interim Public Safety Account in the Local Public Safety Fund created in Section 30051 of the Government Code for allocation to counties as prescribed by statute.

(9) All revenues, less refunds, derived from the taxes imposed pursuant to Section 35 of Article XIII of the California Constitution shall be transferred to the Public Safety Account in the Local Public Safety Fund created in Section 30051 of the Government Code for allocation to counties as prescribed by statute.

(10) An amount equal to all revenues, less refunds, derived under this part at a 4-3/4 percent rate for the period between January 1, 1994, and July 1, 1994, from the increase in sales and use tax revenue attributable to the increase in the rate of the federal motor vehicle fuel tax between January 1, 1993, and the rate in effect on January 1, 1994, shall be estimated by the State Board of Equalization, with the concurrence of the Department of Finance, and an amount equal to that amount, but not exceeding seven million five hundred thousand dollars (\$7,500,000) shall be transferred from the Retail Sales Tax Fund to the Small Business Expansion Fund created by Article 5 (commencing with Section 14030) of Chapter 1 of Part 5 of Division 3 of Title 1 of the Corporations Code.

(b) The balance shall be transferred to the General Fund.

(c) The estimates required by subdivision (a) shall be based on taxable transactions occurring during a calendar year, and the transfers required by subdivision (a) shall be made during the fiscal year that commences during that same calendar year. Transfers required by paragraphs (1), (2) and (3) of subdivision (a) shall be made quarterly.

(d) The Legislature may amend this section, by the statute passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, if the statute is consistent with, and furthers the purposes of, this section.

\* \* \* \* \*



**PART 2. MOTOR VEHICLE FUEL LICENSE TAX**  
**CHAPTER 2. IMPOSITION OF TAX**

**Rate Of Tax**

*Amended: Statutes of 1990, Chapter 627 (SB 2829)*

7351. (a) For the privilege of distributing motor vehicle fuel, a license tax is hereby imposed upon distributors for each gallon of fuel distributed at the following rate per gallon:

- (1) Fourteen cents (\$0.14) during 1990, on and after August 1.
- (2) Fifteen cents (\$0.15) during 1991.
- (3) Sixteen cents (\$0.16) during 1992.
- (4) Seventeen cents (\$0.17) during 1993.
- (5) Eighteen cents (\$0.18) on and after January 1, 1994.

(b) If the federal fuel tax is reduced below the rate of nine cents (\$0.09) per gallon and federal financial allocations to this state for highway and exclusive public mass transit guideway purposes are reduced or eliminated correspondingly, the tax rate imposed by this section, on and after the date of the reduction, shall be increased by an amount so that the combined state and federal tax rate per gallon equals the following:

- (1) Twenty-three cents (\$0.23) during 1990, on and after August 1.
- (2) Twenty-four cents (\$0.24) during 1991.
- (3) Twenty-five cents (\$0.25) during 1992.
- (4) Twenty-six cents (\$0.26) during 1993.
- (5) Twenty-seven cents (\$0.27) on and after January 1, 1994.

(c) If any person or entity is exempt or partially exempt from the federal fuel tax at the time of a reduction, the person or entity shall continue to be so exempt under this section.

**Storage Tax**

*Added: Statutes of 1989, Chapter 105 (SB 300)*

7351.5. (a) For the privilege of storing for the purpose of sale or use in the propulsion of a motor vehicle on a highway, every person, except a duly licensed distributor, the government of the United States or any agency thereof, this state or any county, city and county, city, district, or any other political subdivision or agency of this state:

(1) Owning 1,000 gallons or more thereof on August 1, 1990, shall pay a tax of five cents (\$0.05) for each gallon of the fuel according to the volumetric measure thereof, on which a license tax not exceeding nine cents (\$0.09) has been imposed under Section 7351.

(2) Owning 1,000 gallons or more thereof on January 1, 1991, shall pay a tax of one cent (\$0.01) for each gallon of the fuel according to the volumetric measure thereof, on which a license tax not exceeding fourteen cents (\$0.14) has been imposed under Section 7351.

(3) Owning 1,000 gallons or more thereof on January 1, 1992, shall pay a tax of one cent (\$0.01) for each gallon of the fuel according to the volumetric measure thereof, on which a license tax not exceeding fifteen cents (\$0.15) has been imposed under Section 7351.

(4) Owning 1,000 gallons or more thereof on January 1, 1993, shall pay a tax of one cent (\$0.01) for each gallon of the fuel according to the volumetric measure

thereof, on which a license tax not exceeding sixteen cents (\$0.16) has been imposed under Section 7351.

(5) Owning 1,000 gallons or more thereof on January 1, 1994, shall pay a tax of one cent (\$0.01) for each gallon of the fuel according to the volumetric measure thereof, on which a license tax not exceeding seventeen cents (\$0.17) has been imposed under Section 7351.

(b) For purposes of subdivision (a), "storing" includes the possession in a container of any kind, including the fuel tanks of motor vehicles, of motor vehicle fuel and the fuel purchased from, and invoiced by, the seller prior to the date specified in the applicable paragraph of subdivision (a) and in transit on that date.

For purposes of subdivision (a), "owning" includes having title to, possession of as a consignee or agent, or any other possessory or beneficial interest in, motor vehicle fuel.

### **Presumption Of Fuel Distribution**

*Amended: Statutes of 1959, Chapter 1859*

7352. For the purpose of the proper administration of this part and to prevent evasion of the license tax, unless the contrary is established, it shall be presumed that all motor vehicle fuel refined, manufactured, produced, blended, or compounded in this State or imported into this State and no longer in the possession of the distributor has been distributed. This presumption cannot be overcome by proof that the motor vehicle fuel has been converted to his own use by any person to whom the distributor has entrusted the control or possession of the fuel either as bailee, consignee, employee, or agent; provided, however any such person causing a distribution by the act of converting to his own use any fuel so entrusted to him, as well as any other person receiving such fuel with the knowledge that it was so converted, shall be jointly and severally liable with the distributor for payment of the tax imposed upon such distribution, and all such persons shall be considered as distributors for the purpose of Chapter 5 (commencing at Section 7651) or 6 (commencing at Section 7851) of this part.

### **Fuel Deemed Distributed**

*Amended: Statutes of 1945, Chapter 531*

7353. Upon revocation or cancellation of the license of the distributor or his cessation of business, all motor vehicle fuel remaining in his possession or ownership shall be deemed distributed and subject to jeopardy determination as provided in Section 7698 if, in the judgment of the board, this is necessary to insure payment of the tax with respect to distribution of such fuel.

### **License Tax On One Distribution**

*Amended: Statutes of 1963, Chapter 1523*

7354. The license tax shall be imposed upon only one distribution of the same motor vehicle fuel, except as may otherwise be provided in this part.

In determining the value of such motor vehicle fuel for any and all taxes according to value, there shall be excluded from such value the amount of motor vehicle fuel tax imposed.

**Gallon Defined**

*Amended: Statutes of 1988, Chapter 586*

7355. "Gallon" means the United States gallon of 231 cubic inches, without adjustment of the volumetric gallonage for temperature correction of the fuel distributed, except that temperature corrected gallonage to 60 degrees Fahrenheit as invoiced to the purchaser with settlement made on the same basis will be accepted as the gallonage distributed with respect to the following distributions:

- (a) To a distributor licensed under this part.
- (b) To any person when the distribution is exempt from tax as provided in Section 7401.
- (c) To a purchaser who uses the fuel exclusively for a purpose other than in motor vehicles operated upon the public highways of this state entitling him to a refund of the tax.
- (d) To the United States government or any agency or instrumentality thereof pursuant to a contract or sale requiring application of temperature correction.
- (e) To any person when the quantity distributed in any single delivery to a single location is 5,000 or more gallons and temperature correction is consistently applied to all those deliveries to the purchaser over a period of 12 or more consecutive months.

**Distributor's Liability For Redistributed Fuel**

*Amended: Statutes of 1967, Chapter 1480*

7356. Any distributor or broker who acquires motor vehicle fuel from another distributor under a taxable distribution measured by the temperature corrected gallonage as provided in Section 7355, or by volumetric measure, and who redistributes the fuel is subject to the tax imposed by this part with respect to that gallonage redistributed which is in excess of the taxable measure of the gallonage acquired.

**Redistribution Of Temperature Corrected Gallonage**

*Added: Statutes of 1978, Chapter 827*

7356.5. Any distributor or broker who acquires taxpaid motor vehicle fuel from another distributor or broker measured by the temperature corrected gallonage as provided in Section 7355, or by volumetric measure, and who redistributes the fuel is subject to the tax imposed by this part with respect to that gallonage redistributed which is in excess of the taxable measure of the gallonage acquired taxpaid. For the purposes of this section "taxpaid" means the gallonage, either temperature corrected or volumetric, with respect to which the tax imposed by this part has been paid prior to acquisition by the distributor or broker.

**Motor Vehicle Fuel Producer's Tax Liability**

*Added: Statutes of 1967, Chapter 1480*

7357. Any producer who produces motor vehicle fuel is subject to the tax imposed by this part with respect to that gallonage of such fuel which is used for the propulsion of a motor vehicle operated upon the highways.

\* \* \* \* \*

CHAPTER 5. DETERMINATIONS AND PAYMENTS  
Article 1. Returns And Payments

**Tax On Fuel Inventory**

*Added: Statutes of 1989, Chapter 105 (SB 300)*

7653. Each person subject to the tax imposed under Section 7351.5, within one month following the date of imposition of the tax, shall prepare and file with the board, on forms prescribed by the board, a return showing the total number of gallons of motor vehicle fuel owned by the person on the date of imposition of the tax for which a license tax has been imposed under Section 7351, the amount of the license tax imposed, and any other information that the board deems necessary for the proper administration of this part.

The return shall be accompanied by a remittance payable to the Controller in the amount of tax due.

\* \* \* \* \*

*PART 3. USE FUEL TAX*  
CHAPTER 2. IMPOSITION OF TAX

**Use Of Fuel Excise Tax Rate**

*Amended: Statutes of 1990, Chapter 627 (SB 2829)*

8651. (a) An excise tax is hereby imposed for the use of fuel at the following rate per gallon:

- (1) Fourteen cents (\$0.14) during 1990, on and after August 1.
- (2) Fifteen cents (\$0.15) during 1991.
- (3) Sixteen cents (\$0.16) during 1992.
- (4) Seventeen cents (\$0.17) during 1993.
- (5) Eighteen cents (\$0.18) on and after January 1, 1994.

(b) If the federal fuel tax is reduced below the rate of fifteen cents (\$0.15) per gallon and federal financial allocations to this state for highway and exclusive public mass transit guideway purposes are reduced or eliminated correspondingly, the tax rate imposed by this Section, on and after the date of the reduction, shall be increased by an amount so that the combined state and federal tax rate per gallon equals the following:

- (1) Twenty-nine cents (\$0.29) during 1990, on and after August 1.
- (2) Thirty cents (\$0.30) during 1991.
- (3) Thirty-one cents (\$0.31) during 1992.
- (4) Thirty-two cents (\$0.32) during 1993.
- (5) Thirty-three cents (\$0.33) on and after January 1, 1994.

(c) If any person or entity is exempt or partially exempt from the federal fuel tax at the time of a reduction, the person or entity shall continue to be exempt under this section.

**Liquefied Petroleum Gas**

*Amended: Statutes of 1975, Chapter 807*

8651.5. Notwithstanding the provisions of Section 8651, on or after January 1, 1966 the excise tax imposed upon liquefied petroleum gas shall be at the rate of six

cents (\$0.06) for each gallon of fuel used. All references in this code to Section 8651 shall be deemed, with respect to the rate imposed upon liquefied petroleum gas on or after January 1, 1966, to also refer to this section. Neither the tax imposed by this section nor the tax imposed by Section 8651 shall apply to the use of liquefied petroleum gas in a vehicle during any period of time for which the owner or operator of the vehicle has paid the annual flat rate fuel tax as provided in Section 8651.7.

### **Natural Gas**

*Amended: Statutes of 1975, Chapter 807*

8651.6. Notwithstanding the provisions of Sections 8651 and 8651.5, on or after January 1, 1971, the excise tax imposed upon natural gas shall be at the rate of seven cents (\$0.07) for each 100 cubic feet of compressed natural gas used, measured at standard pressure and temperature, and at a rate of six cents (\$0.06) for each gallon of liquid natural gas used. All references in this code to Section 8651 shall, with respect to the rate imposed upon natural gas on or after January 1, 1971, also refer to this section. Neither the tax imposed by this section nor the tax imposed by Section 8651 shall apply to the use of compressed natural gas or liquid natural gas used in a vehicle during any period of time for which the owner or operator of the vehicle has paid the annual flat rate fuel tax as provided in Section 8651.7.

### **Annual Flat Rate**

*Amended: Statutes of 1995, Chapter 555 (SB 718)*

8651.7. (a) The owner or operator, except an interstate user, of a vehicle propelled by a system using liquefied petroleum gas, liquid natural gas, or compressed natural gas may pay the fuel tax for the use of those fuels by paying an annual flat rate fuel tax according to the following schedule:

<u>Unladen Weight</u>	<u>Fee</u>
All passenger cars and other vehicles 4,000 lbs. or less .....	\$36
More than 4,000 lbs. but less than 8,001 lbs.....	72
More than 8,000 lbs. but less than 12,001 lbs.....	120
12,001 lbs. or more .....	168

(b) The annual flat rate fuel tax described in subdivision (a) shall be an annual tax. The annual period shall be that period from the end of the month in which the tax was paid to the end of the month prior in the following calendar year.

(c) The board shall adopt an identification procedure for vehicles with respect to which the annual flat rate tax described in subdivision (a) of this section has been paid.

### **Ethanol Or Methanol**

*Amended: Statutes of 1993, Chapter 875 (SB 146)*

8651.8. (a) Notwithstanding Section 8651, the excise tax imposed upon ethanol or methanol containing not more than 15 percent gasoline or diesel fuels shall be one-half the rate prescribed by Section 8651 for each gallon of fuel used.

(b) All references in this code to Section 8651 shall be deemed, with respect to the rate imposed upon ethanol or methanol, to also refer to this section.

**Exemption For Agricultural And Construction**

*Amended: Statutes of 1968, Chapter 1217*

8652. No tax shall be imposed upon any user with respect to that fuel which the user establishes to the satisfaction of the board is used:

(a) To propel an implement of husbandry, truck, or farm tractor used in agricultural operations off the highway and only incidentally operated upon a highway, for the purpose of moving between farms or parts of farms, which farms or parts of farms are in close proximity, and which implement of husbandry, truck or farm tractor is exempt from registration under the Vehicle Code;

(b) To propel any construction equipment while operated within the confines and limits of a construction project and only incidentally operated upon the highway and which construction equipment is exempt from vehicle registration pursuant to the Vehicle Code; or

(c) For a purpose other than the generation of power to propel a motor vehicle in this state.

**Exemption For Off Highway Operations**

*Amended: Statutes of 1968, Chapter 1217*

8653. No tax shall be imposed upon any user with respect to that fuel which the user establishes to the satisfaction of the board is used in the operation of a motor vehicle off the highway.

**Exemption For United States Department Of Agriculture Roads**

*Added: Statutes of 1967, Chapter 1682*

8653.1. No tax shall be imposed on any user with respect to fuel used in the operation of a motor vehicle on any highway which is under the jurisdiction of the United States Department of Agriculture and with respect to the use of such highway the user pays, or contributes to, the cost of construction or maintenance thereof pursuant to an agreement with, or permission of, the United States Department of Agriculture.

**Exemption For Public Agency On Military Reservation**

*Added: Statutes of 1957, Chapter 419*

8654. No tax shall be imposed as to any fuel used in any motor vehicle owned by any county, city and county, city, district, or other political subdivision or public agency when operated by it over any highway constructed and maintained by the United States or any department or agency thereof within a military reservation in this State. If any such motor vehicle is operated both over such highway and over a public highway outside the military reservation in a continuous trip the tax shall be imposed only as to that portion of the fuel used to operate the vehicle over the public highway outside the military reservation.

Nothing contained in this section shall be construed as an exemption from the tax of the use of fuel in any motor vehicle operated upon a public highway within a military reservation, which highway is constructed and or maintained by this State or any political subdivision thereof.

As used in this section, "military reservation" includes any establishment of the United States Government or any agency thereof used by the armed forces of

the United States for military, air, or naval operations, including research projects.

### **Exemption For Public Or Private Entities**

*Amended: Statutes of 1984, Chapter 1663*

8655. (a) This section shall be known and may be cited as the Mills-Hayes Act.

(b) No tax shall be imposed upon fuel used by:

(1) Any transit district, transit authority, or city owning and operating a local transit system itself or through a wholly owned nonprofit corporation.

(2) Any private entity providing transportation services for the transportation of people under contract or agreement, except general franchise agreements, with a public agency authorized to provide public transportation services, only for fuels consumed while providing services under such contracts or agreements entered into subsequent to the effective date of this act.

(3) Any passenger stage corporation subject to the jurisdiction of the Public Utilities Commission when the motor vehicles of such passenger stage corporation are exclusively operated in urban or suburban areas or between cities in close proximity for the transportation of persons for hire, compensation, or profit; provided, however, that the exemption is not extended to any line or lines operated by such passenger stage corporation which shall exceed 50 miles of one-way route mileage.

(4) Any common carrier of passengers operating exclusively on any line or lines within the limits of a single city between fixed termini or over a regular route, 98 percent of whose operations, as measured by total route mileage operated, are exclusively within the limits of a single city, and who by reason thereof is not a passenger stage corporation subject to the jurisdiction of the Public Utilities Commission.

(5) Any school district, community college district, or county superintendent of schools owning, leasing, or operating buses for the purpose of transporting pupils to and from school and for other school or college activities involving pupils, including, but not limited to, field trips and athletic contests.

(6) Any private entity providing transportation services for the purposes specified in paragraph (5) under contract or agreement with a school district, community college district, or county superintendent of schools, only for fuels consumed while providing services under those contracts or agreements entered into subsequent to the effective date of the act adding this paragraph.

(c) Notwithstanding the exemption provided for by subdivision (b), any system, corporation, or carrier using fuel exempt under the provisions of subdivision (b) shall, for the privilege of operating vehicles on state highways and freeways, make a payment equal to one cent (\$0.01) for each gallon of such exempt fuel used. The payments required by this subdivision shall be paid to the State Board of Equalization in the manner prescribed by the board, and such payments shall be treated as a tax for all purposes of this part.

(d) The exemption provided for in subdivision (b) and the payments provided for in subdivision (c) shall not be applicable to fuel used by a charter-party carrier of passengers. The term "charter-party carrier of passengers" has the same meaning as that specified in Section 5360 of the Public Utilities Code and shall further include those transportation services described in subdivisions (a) and (e)

of Section 5353 of the Public Utilities Code, if such transportation service is rendered as contract carriage and not as common carriage of passengers.

(e) There are in the State of California many local bus transit operators in need of financial assistance from sources other than the local property tax. These operators are performing essential public transit service as a vital counterpart of the streets and highways. It is the purpose of this section to provide relief from the payment of use fuel tax for local transit operators and it is the intent of the Legislature that the funds accruing to such operators shall be used for the improvement of their transit operations and to aid in providing better transit service to and from places of employment.

There are also in the State of California many private entities providing public transportation services for the transportation of people in vehicles other than buses under contract or agreement with local government, transit districts or local bus transit operators. It is the purpose of this section to provide relief from the payment of use fuel taxes for diesel fuel for those private entities only for fuel consumed while providing these services.

### **Exemption For Highway Users Tax Account**

*Amended: Statutes of 1984, Chapter 1663*

8655.5. (a) Commencing with the 1984-85 fiscal year, the Controller shall annually transfer from the General Fund to the Highway Users Tax Account in the Transportation Tax Fund, the amount, as determined by the State Board of Equalization, necessary to fully reimburse the account for any revenue loss caused by the exemptions provided by paragraphs (5) and (6) of subdivision (b) of Section 8655.

(b) In addition, the Controller shall transfer, on January 1, 1985, the sum of four hundred thirty-five thousand dollars (\$435,000) from the General Fund to the account to fully reimburse the account for the revenue loss caused by Section 3 of the act enacting this section.

### **Alcohol Used As Fuel**

*Amended: Statutes of 1982, Chapter 1589*

8657. (a) Notwithstanding any provision of the Alcoholic Beverage Control Act (Division 9 (commencing with Section 230000) of the Business and Professions Code) any alcohol produced for use in or as a fuel to propel a motor vehicle shall be taxed as fuel under this part and shall not be subject to taxes under the Alcoholic Beverage Tax Law (Part 14 (commencing with Section 32001)).

(b) The state requirements for determining whether alcohol is produced for use in or as a fuel to propel a motor vehicle and not for use as an alcoholic beverage shall be the same as the requirements of the Bureau of Alcohol, Tobacco and Firearms of the United States Department of Treasury under federal law.

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# STREETS AND HIGHWAYS CODE

## DIVISION 1. STATE HIGHWAYS

### CHAPTER 1. ADMINISTRATION

#### Article 3. The Department of Transportation

##### **Toll Roads Demonstration Program Constructed By Private Entities**

*Amended: Statutes of 1990, Chapter 1115 (AB 3396)*

143. (a) The department may solicit proposals and enter into agreements with private entities, or consortia thereof, for the construction by, and lease to, private entities of four public transportation demonstration projects, at least one of which shall be in northern California and one in southern California.

(b) For the purpose of facilitating those projects, the agreements may include provisions for the lease of rights-of-way in, and airspace over or under, state highways, for the granting of necessary easements, and for the issuance of permits or other authorizations to enable the private entity to construct transportation facilities supplemental to existing state-owned transportation facilities. Facilities constructed by a private entity pursuant to this section shall, at all times, be owned by the state. The agreement shall provide for the lease of those facilities to the private entity for up to 35 years. In consideration therefor, the agreement shall provide for complete reversion of the privately constructed facility to the state at the expiration of the lease at no charge to the state.

(c) The department may exercise any power possessed by it with respect to the development and construction of state transportation projects to facilitate the development and construction of transportation projects pursuant to this section. Agreements for maintenance and police services entered into pursuant to this section shall provide for full reimbursement for services rendered by the department or other state agencies. The department may provide services for which it is reimbursed with respect to preliminary planning, environmental certification, and preliminary design of the demonstration projects.

(d) Agreements entered into pursuant to this section shall authorize the private entity to impose tolls for use of a facility constructed by it, and shall require that over the term of the lease the toll revenues be applied to payment of the private entity's capital outlay costs for the project, the costs associated with operations, toll collection, and administration of the facility, reimbursement to the state for the costs of maintenance and police services, and a reasonable return on investment to the private entity. The agreement shall require that any excess toll revenue either be applied to any indebtedness incurred by the private entity with respect to the project or be paid into the State Highway Account, or both. Subsequent to expiration of the lease of a facility to a private entity, the department may continue to charge tolls for use of the facility.

(e) The plans and specifications for each project constructed pursuant to this section shall comply with the department's standards for state transportation projects. A facility constructed by and leased to a private entity shall, during the term of the lease, be deemed to be a part of the state highway system for purposes of identification, maintenance, enforcement of traffic laws, and for the purposes of Division 3.6 (commencing with Section 810) of Title 1 of the Government Code.

### Article 4.3. Transportation Funding Plan

#### **Six Year Transportation Funding Plan**

*Added: Statutes of 1988, Chapter 24 (SB 140)*

163. (a) Commencing with the 1989-90 fiscal year and biennially thereafter, the Governor shall, at the time of submission of the budget, submit to the Legislature a six-year transportation funding plan. The plan shall be a statement of the Governor's policy and intent relative to the funding of transportation programs for the six years following the budget year.

(b) The plan submitted by the Governor shall, at a minimum, do all of the following:

(1) Include a listing of planned expenditures by program categories pursuant to Section 167 from the State Highway Account and the Transportation Planning and Development Account in the State Transportation Fund for state highway and public transportation purposes.

(2) Include a listing of planned expenditures by program categories pursuant to Section 167 for each of the six successive fiscal years, beginning with the 1990-91 fiscal year for the first plan.

(3) Specify all relevant criteria used in preparing the plan, including, but not limited to, the estimated available federal funds, the state's economic conditions, the population growth rate, and the inflation rate.

(4) Specify the sources and amount of state funds needed and, if current revenue sources are not adequate to fully fund the plan, identify new revenue sources, including proceeds from the sale of bonds, and the amount available therefrom.

(5) Specify the amount and dates for the sale of any bonds if necessary.

(6) Specify all changes in state and local policies and procedures that need modification in order to implement the plan.

(c) The plan shall not include specific individual projects and the Legislature shall not enact legislation containing specific individual transportation projects.

#### **Blue Print Legislation-Ten Year Transportation Funding Plan**

*Added: Statutes of 1989, Chapter 105 (SB 300)*

164. (a) The Legislature, through the enactment of this section, intends to establish a 10-year state transportation funding plan. This plan is to be based on the best available estimate of state and federal funds and a statement of legislative priorities for the next 10 years. It is recognized that, in a changing environment such as California, periodic reviews and revisions will be necessary.

This plan is being established so that the Legislature and the administration can plan for an orderly and predictable revenue stream and that local and regional governments, as well as the private sector, can better plan for their transportation needs.

(b) The estimated new revenues to be available for expenditure for state highways, local programs, and public mass transit purposes during the 10-year period from July 1, 1990, to June 30, 2000, inclusive, is \$18.5 billion.

(c) The estimate of annual expenditures by the department for administration, maintenance, and operations is to be at the level sufficient to maintain the current level of services, having first restored all budget reductions required to balance the 1989-90 fiscal year budget. The estimate may be adjusted to

reflect increases to maintenance inventories caused by newly completed state highway projects, inflationary changes, tort liabilities, court mandated changes, new legislative mandates, and other adjustments necessary to maintain the current overall level of services.

(d) New revenues, as a result of the enactment of transportation revenue measures in 1989, including general obligation bonds authorized by the Legislature and approved by the voters, shall be expended as follows:

(1) Three billion five hundred million dollars (\$3,500,000,000) for funding the 1988 State Transportation Improvement Program shortfall.

(2) Three billion dollars (\$3,000,000,000) for intercity rail, commuter rail, and urban rail transit.

(3) One billion two hundred fifty million dollars (\$1,250,000,000) for interregional roads.

(4) One billion dollars (\$1,000,000,000) for traffic system management.

(5) Three billion dollars (\$3,000,000,000) for flexible congestion relief.

(6) Three billion dollars (\$3,000,000,000) for subvention to counties and cities pursuant to Section 2105.

(7) Two billion dollars (\$2,000,000,000) for state-local transportation partnership.

(8) One hundred fifty million dollars (\$150,000,000) for retrofit soundwalls. It is the intent of the Legislature that this amount, together with the soundwall projects funded in the 1988 State Transportation Improvement Program, will complete all retrofit soundwalls on the priority list established on May 3, 1989, pursuant to Section 215.5.

(9) One hundred million dollars (\$100,000,000) for environmental enhancement and mitigation program.

(10) Five hundred million dollars (\$500,000,000) for transit operations and capital improvements.

(11) One billion dollars (\$1,000,000,000) for maintenance and rehabilitation of state highways, although the Legislature recognizes that the total rehabilitation cost is three billion eight hundred million dollars (\$3,800,000,000).

(e) The amounts included in the funding plan specified in subdivision (d) are inclusive of all cost, including, but not limited to, environmental studies, engineering, plans, estimates, and right-of-way costs.

### **Traffic Systems Management Program**

*Amended: Statutes of 1991, Chapter 775 (AB 732)*

164.1. (a) The department, in cooperation with local transportation officials, shall develop guidelines to implement the Traffic Systems Management Program in the major urbanized areas of the state. Traffic systems management projects are those projects designed to increase the number of person-trips which can be carried on the highway system in a peak period without significantly increasing the designed capacity of the highway system when measured by the number of vehicle-trips and without increasing the number of through traffic lanes.

(b) The guidelines shall describe the types of capital projects to be eligible for funding under the program, which shall be based upon the development of effective traffic management systems through the use of traffic operations control systems, including, but not limited to, restriping, ramp meters, meter bypass lanes, computerized signals, changeable message signs, television surveillance,

and integrated single-system state and local traffic operations centers. The guidelines shall also specify the criteria to be used in setting priorities for funding the projects. The criteria may include, but are not limited to, achieving the most traffic congestion relief for each state dollar spent, the rapidity with which the project will relieve traffic congestion, and the usefulness of demonstration projects to implement research and development in the field of traffic operations control systems.

(c) The department shall submit the guidelines to the commission by September 1, 1989. The commission shall approve the guidelines by November 1, 1989.

(d) By March 1, 1990, and each December 1 thereafter, pursuant to the guidelines, the department shall submit to the commission a traffic systems management plan which includes a consolidated priority list of projects submitted from local congestion management plans.

(e) The commission may allocate funds to any project on the priority list if the commission determines that there are sufficient funds available during the same fiscal year to fund all of the higher priority projects which the commission expects to be ready for encumbrance during that fiscal year.

(f) The commission shall give first priority to funding projects in counties and cities that have an approved congestion management program and are fully cooperating with the implementation of traffic systems management projects.

### **Flexible Congestion Relief Program**

*Amended: Statutes of 1993, Chapter 1095 (AB 1153)*

164.2. (a) Flexible congestion relief projects are those projects designed to reduce or avoid congestion on existing routes by increasing the capacity of the transportation system, including new facilities.

(b) The department, in cooperation with local transportation officials, shall develop guidelines to implement the Flexible Congestion Relief Program. The guidelines shall identify the types of projects qualifying for funding under the program, which shall be based on the effectiveness of relieving traffic congestion. The guidelines shall determine the criteria to be used in setting the priorities for funding the projects. The criteria shall be based on the most cost-effective system which integrates the movement of people and goods on any route and is coordinated with connector routes and traffic generation sources.

(c) The department shall submit the guidelines to the commission by July 1, 1990. The commission shall adopt the guidelines by September 1, 1990.

(d) Projects qualifying under the program shall be separately identified in any transportation improvement program proposed or adopted by any agency proposing or adopting a transportation improvement program, the department, or the commission.

(e) When selecting among competing projects that serve the same transportation demand, the commission shall base its selection on cost-effectiveness.

(f) Funds appropriated for the program shall be allocated by the commission to projects on city streets, county highways, state highways, intercity rail corridors, and commuter rail and urban rail corridors which qualify under the adopted guidelines and are included in the state transportation improvement program. The commission shall give priority to funding projects in counties and

cities that have an adopted congestion management program and are fully cooperating in the implementation of traffic systems management projects.

### **Interregional Road System Plan**

*Added: Statutes of 1989, Chapter 105 (SB 300)*

164.3. (a) The department shall develop an interregional road system plan to be submitted to the Legislature not later than February 1, 1990.

(b) The plan shall identify projects on which construction can be started not later than June 30, 2000, which will provide the most adequate interregional road system to all economic centers in the state. The projects shall be on eligible routes identified pursuant to subdivision (e). The projects shall be on routes located outside the boundaries of urbanized areas of over 50,000 population as designated by the most recent census of the Bureau of the Census, except as necessary to provide connections for continuation of the routes within those urban areas.

(c) From the projects contained in the plan, the department shall by August 1, 1990, and by December 1 of each odd-numbered year thereafter, submit to the commission a list of projects included in the plan which will improve the interregional road system which can be constructed within the funding levels specified in Section 164 of this code and consistent with the funding estimate prepared pursuant to Section 14525 of the Government Code. The projects shall be limited to meeting the needs of interregional traffic, excluding traffic generated as a result of local growth.

(d) The commission may substitute projects from projects included in the plan if the department concurs that the change will maintain interregional road system integrity.

(e) The eligible routes are those specified in Sections 164.10 to 164.20, inclusive.

### **Financial Guidelines For FCR & TSM**

*Added: Statutes of 1989, Chapter 106 (AB 471)*

164.4. (a) The department, in consultation with local transportation officials, shall develop financial guidelines relating to allocations to local agencies for projects in the Flexible Congestion Relief Program and the Traffic Systems Management Program which further legislative goals. The guidelines shall ensure all of the following:

(1) The costs of administering the programs are minimized through simplification of processes.

(2) State funds are not used to pay local costs associated with administering the programs.

(3) Local funds are not used to pay state administrative costs.

(4) Appropriate controls are in place to ensure accountability for fund and project management.

(b) The guidelines shall be submitted to the commission by March 1, 1991. The commission shall adopt the guidelines by July 1, 1991.

### **Eligible Interregional Routes**

*Amended: Statutes of 1996, Chapter 1154 (AB 3020)*

164.10. For purposes of subdivision (e) of Section 164.3, the eligible interregional and intercounty routes include all of the following:

- Route 1.
- Route 2, between the north urban limits of Los Angeles-Long Beach and Route 138.
- Route 4, between the east urban limits of Antioch-Pittsburg and Route 89.
- Route 5.
- Route 6.
- Route 7.
- Route 8.
- Route 9, between the north urban limits of Santa Cruz and the south urban limits of San Jose.
- Route 10, between the east urban limits of San Bernardino-Riverside and the Arizona state line.

### **Eligible Interregional Routes**

*Amended: Statutes of 1996, Chapter 1154 (AB 3020)*

164.11. For purposes of subdivision (e) of Section 164.3, the eligible interregional and intercounty routes include all of the following:

- Route 12.
- Route 14.
- Route 15.
- Route 16, between the east urban limits of Sacramento and Route 49.
- Route 17, between the north urban limits of Santa Cruz and the south urban limits of San Jose.
- Route 18, between the north urban limits of San Bernardino-Riverside and Route 15.
- Route 20.
- Route 25, between Route 146 and Route 101 in San Benito County.
- Route 28.
- Route 29.

### **Eligible Interregional Routes**

*Amended: Statutes of 1996, Chapter 1154 (AB 3020)*

164.12. For purposes of subdivision (e) of Section 164.3, the eligible interregional and intercounty routes include all of the following:

- Route 36, between Route 5 and Route 395.
- Route 37, between the east urban limits of San Francisco-Oakland near Novato and the west urban limits of San Francisco-Oakland near Vallejo.
- Route 38, between the east urban limits of San Bernardino-Riverside and Route 18 west of Big Bear Lake.
- Route 40.
- Route 41, between Route 1 and Yosemite National Park.
- Route 44, between the east urban limits of Redding and Route 36.
- Route 46, between Route 1 and Route 99.
- Route 49, between Route 41 and Route 89.

### **Eligible Interregional Routes**

*Amended: Statutes of 1996, Chapter 1154 (AB 3020)*

164.13. For purposes of subdivision (e) of Section 164.3, the eligible interregional and intercounty routes include all of the following:

Route 50.  
Route 53.  
Route 58, between Route 5 and Route 15.  
Route 62.  
Route 63, between the north urban limits of Visalia and Route 180.  
Route 65, between the north urban limits of Bakersfield and Route 198 near Exeter and between Route 80 and Route 99 near Yuba City.  
Route 68.

#### **Eligible Interregional Routes**

*Amended: Statutes of 1996, Chapter 1154 (AB 3020)*

164.14. For purposes of subdivision (e) of Section 164.3, the eligible interregional and intercounty routes include all of the following:  
Route 70, between Route 99 north of Sacramento and Route 395.  
Route 74.  
Route 78.  
Route 79, between Route 8 and Route 10.  
Route 80.  
Route 86, between Route 111 in Brawley and Route 10.  
Route 88.  
Route 89.

#### **Eligible Interregional Routes**

*Amended: Statutes of 1996, Chapter 1154 (AB 3020)*

164.15. For purposes of subdivision (e) of Section 164.3, the eligible interregional and intercounty routes include all of the following:  
Route 94, except within the urban limits of the County of San Diego.  
Route 95, between Route 10 and the Nevada state line.  
Route 97.  
Route 98, between Route 111 and Route 7.  
Route 99, with routing to be determined via Route 70 or via Route 99 between Route 70 north of Sacramento and Route 149 north of Oroville.  
Route 101.  
Route 108, between Route 120 at Yosemite Junction and Route 395.  
Route 111, between the Mexico border near Calexico and Route 10 near Whitewater.  
Route 113, between Route 80 and Route 5.  
Route 116, between Route 1 and Route 12.

#### **Eligible Interregional Routes**

*Amended: Statutes of 1996, Chapter 1154 (AB 3020)*

164.16. For purposes of subdivision (e) of Section 164.3, the eligible interregional and intercounty routes include all of the following:  
Route 120, between Route 5 and Route 395.  
Route 126, between the east urban limits of Oxnard-Ventura-Thousand Oaks and Route 5.  
Route 127.  
Route 128.  
Route 129, between Route 1 and Route 101.

Route 132, west of Route 99.  
Route 138, between Route 5 and Route 18.  
Route 139, between Route 299 and the Oregon state line.  
Route 188.

### **Eligible Interregional Routes**

*Added: Statutes of 1989, Chapter 105 (SB 300)*

164.17. For purposes of subdivision (e) of Section 164.3, the eligible interregional and intercounty routes include all of the following:

Route 140, between the east urban limits of Merced and Yosemite National Park.

Route 146, between Route 101 and Pinnacles National Monument.

Route 149.

Route 152, between Route 101 and Route 99.

Route 154.

Route 156, between Route 1 and Route 152.

### **Eligible Interregional Routes**

*Added: Statutes of 1989, Chapter 105 (SB 300)*

164.18. For purposes of subdivision (e) of Section 164.3, the eligible interregional and intercounty routes include all of the following:

Route 160, between the north urban limits of Antioch-Pittsburg and the south urban limits of Sacramento.

Route 168, between the east urban limits of Fresno and Route 168 at Florence Lake Road, and between Route 168 near Lake Sabrina and Route 395.

Route 178, between the east urban limits of Bakersfield and Route 14.

Route 180, between the east urban limits of Fresno and Kings Canyon National Park.

Route 190, between Route 65 and Route 127.

Route 198, between Route 5 and the Sequoia National Park.

Route 199.

### **Eligible Interregional Routes**

*Added: Statutes of 1989, Chapter 105 (SB 300)*

164.19. For purposes of subdivision (e) of Section 164.3, the eligible interregional and intercounty routes include all of the following:

Route 203.

Route 205.

Route 207.

Route 215.

Route 243.

Route 267.

Route 299, between Route 101 and Route 89, and between Route 139 and Route 395.

### **Eligible Interregional Routes**

*Added: Statutes of 1989, Chapter 105 (SB 300)*

164.20. For purposes of subdivision (e) of Section 164.3, the eligible interregional and intercounty routes include all of the following:



Route 330, between the north urban limits of San Bernardino-Riverside and Route 18.

Route 371.

Route 395.

Route 505.

Route 580.

Route 680.

Route 905, except within the urban limits of San Diego.

### **Guidelines For Recommending Changes On Interregional And Intercounty Routes**

*Added: Statutes of 1991, Chapter 775 (SB 732)*

164.35. (a) As a part of the process of developing and adopting the 1994 state transportation improvement program, the department shall, by April 1, 1993, adopt guidelines permitting county transportation commissions which include one or more nonurbanized areas to prepare and submit to the department recommendations for changes in the interregional and intercounty routes which are eligible for purposes of subdivision (e) of Section 164.3. The department shall require that any recommended changes be transmitted to the department by October 1, 1993.

(b) The department shall, on or before January 1, 1994, prepare and submit to the Legislature a report which shall include, but not be limited to, a summary of all recommended changes received pursuant to subdivision (a) and its recommendations for any changes in the eligible routes as specified in Sections 164.10 to 164.20, inclusive, or in the projects included in the plan.

### **Commuter And Urban Rail Transit Program Guidelines**

*Amended: Statutes of 1990, Chapter 1599 (SB 2592)*

164.50. (a) The department, in cooperation with local transportation officials, shall develop guidelines to implement the commuter and urban rail transit program. The guidelines shall define the criteria to identify and prioritize projects which can be implemented not later than June 30, 2001, and will provide an efficient system of commuter and urban rail transit services in the state.

(b) The department shall submit the guidelines to the commission by July 1, 1990. The commission shall adopt the guidelines by September 1, 1990.

(c) Allocations for commuter rail and urban rail transit projects shall not exceed 50 percent of the project cost, excluding the amount of any federal funds and funds received under the Clean Air and Transportation Improvement Act of 1990 (Part 11.5 (commencing with Section 99600) of Division 10 of the Public Utilities Code) for the project.

(d) "Commuter passenger rail" has the same meaning as the term "commuter service" as defined in the Rail Passenger Service Act (45 U.S.C. Sec. 502 (9)), and as described in Penn Central Transp. Co. Discontinuance, 338 ICC 318.

(e) "Urban rail transit" means passenger rail, including exclusive public mass transportation guideways, which is not defined as either intercity rail or commuter rail.

(f) Commuter and urban rail projects eligible for funding are those specified in Sections 164.51 and 164.52.

**Eligible Commuter Rail Corridors**

*Added: Statutes of 1989, Chapter 106 (AB 471)*

164.51. The commuter rail projects eligible for funding pursuant to subdivision (f) of Section 164.50 include those projects in the following rail corridors:

- (a) San Francisco-San Jose.
- (b) San Jose-Gilroy.
- (c) Gilroy-Monterey.
- (d) Stockton-Livermore.
- (e) Orange County-Los Angeles.
- (f) Riverside-Orange County.
- (g) San Bernardino-Los Angeles.
- (h) Ventura County-Los Angeles.
- (i) Saugus-Los Angeles.
- (j) Oceanside-San Diego.
- (k) Escondido-Oceanside.

**Eligible Urban Rail Transit Projects**

*Amended: Statutes of 1992, Chapter 295 (AB 2377)*

164.52. The urban rail transit projects eligible for funding pursuant to subdivision (f) of Section 164.50 include all of the following:

- (a) Sacramento:
  - (1) Roseville extension.
  - (2) Hazel extension.
  - (3) Meadowview extension.
  - (4) Arena extension.
- (b) San Francisco Bay Area Rapid Transit District:
  - (1) Bayfair-East Livermore.
  - (2) Concord-East Antioch.
  - (3) Fremont-Warm Springs.
  - (4) Daly City-San Francisco International Airport.
  - (5) Coliseum-Oakland International Airport.
  - (6) Richmond-Crockett.
  - (7) Warm Springs-San Jose.
- (c) Alameda and Contra Costa Counties:
  - (1) Pleasanton-Concord.
- (d) Santa Clara County:
  - (1) Sunnyvale-Santa Clara.
  - (2) San Jose-Vasona.
  - (3) Route 237.
- (e) San Francisco City and County:
  - (1) Extensions, improvements, and additions to the San Francisco Municipal Railway.
- (f) Santa Cruz County:
  - (1) Boardwalk area-University of California at Santa Cruz.
- (g) Los Angeles-Metro Rail:
  - (1) Wilshire/Alvarado-Wilshire / Western.
  - (2) Wilshire/Alvarado-Lankershim/Chandler.
  - (3) Union Station-Routes 5 and 710.

- (4) Wilshire/Western/Wilshire Highway Route 405.
- (h) Los Angeles County Rail corridors:
  - (1) Lankershim/Chandler-Warner Center.
  - (2) Pasadena-Los Angeles.
  - (3) Coastal Corridor (Torrance to Santa Monica).
  - (4) Santa Monica-Los Angeles.
  - (5) Route 5.
  - (6) Route 110.
- (i) San Diego County:
  - (1) El Cajon-Santee.
  - (2) Downtown-Old Town.
  - (3) Airport-Point Loma.
  - (4) Old Town-Mission Valley.
  - (5) Mission Valley-La Mesa.
  - (6) La Jolla-Miramar.
  - (7) Old Town-Del Mar.
  - (8) Downtown-Escondido.
  - (9) Chula Vista-Otay Mesa.
- (j) Fullerton-Irvine, with an extension from Santa Ana to Stanton, and an extension to Norwalk.

#### **SB 2800-Advance Expenditures Of Funds**

*Added: Statutes of 1990, Chapter 993 (SB 2800)*

164.53. (a) A local agency may request authorization from the commission to make advance expenditures of funds, other than state or federal funds, for a project which is included in the priority list for the allocation of transit capital improvement funds pursuant to Section 99317 of the Public Utilities Code, or is included in the adopted state transportation improvement program, or is specifically authorized by Chapter 3 (commencing with Section 99600) of Part 11.5 of Division 10 of the Public Utilities Code.

(b) If the commission approves a request submitted pursuant to subdivision (a), the approved advance expenditures shall be considered either part of the nonfederal share of project costs, or part of the match from public or private sources, for projects which are included in the transit capital improvement program pursuant to Section 99317 of the Public Utilities Code, or included in the state transportation improvement program, or which are authorized by Chapter 3 (commencing with Section 99600) of Part 11.5 of Division 10 of the Public Utilities Code.

(c) The commission's approval of a request pursuant to subdivision (b) does not, in and of itself, constitute an obligation to allocate state funds for the project.

(d) The commission, in consultation with the department and local transportation officials, shall develop and adopt guidelines to implement this section. The guidelines shall include a requirement that the advance expenditure of funds will result in the completion of an operable segment of a transportation project. The acquisition of right-of-way needed either for a usable urban or commuter rail project or an operable segment of an urban or commuter rail project meets that requirement.

(e) The commission shall prepare a report on the progress and impact of the advance expenditure program authorized by this section and shall include the

report as an element of the annual report to the Legislature required pursuant to Sections 14535 and 14536 of the Government Code.

### **Intercity Rail Program Guidelines**

*Amended: Statutes of 1994, Chapter 892 (AB 3567)*

164.55. (a) The department, in cooperation with local transportation officials, shall develop guidelines to implement the intercity rail program. The guidelines shall define the criteria to identify and prioritize projects which can be implemented not later than June 30, 2001, and will provide an efficient system of intercity rail services in the state.

(b) Allocations for intercity rail projects are not required by this section to be matched by local entities.

(c) The commission shall give high priority and an appropriate level of funding to the development and enhancement of an efficient and effective intercity passenger rail system in the state.

(d) "Intercity rail" has the same meaning as the term "intercity rail passenger service" as defined in the Rail Passenger Service Act (45 U.S.C. Sec. 502(11)).

(e) Intercity rail projects eligible for funding include the following corridors:

(1) Los Angeles-San Diego.

(2) Santa Barbara-Los Angeles.

(3) Los Angeles-Fresno-San Francisco Bay area and Sacramento.

(4) San Francisco Bay area-Sacramento-Auburn.

(5) San Francisco-Santa Rosa-Eureka.

(6) Santa Barbara-San Luis Obispo County-San Jose.

(7) Los Angeles-Fullerton-Riverside-Coachella Valley-Calexico.

(f) The department shall submit the guidelines to the commission not later than July 1, 1990, and the commission shall adopt the guidelines not later than September 1, 1990.

(g) Any intercity rail corridor that was included among the corridors enumerated in subdivision (e) subsequent to the enactment of this section by Chapter 106 of the Statutes of 1989 is eligible to compete for funding, and funds that had been programmed or allocated prior to the inclusion of the additional eligible corridors need not be programmed or reallocated.

### **Environmental Enhancement And Mitigation Demonstration Program**

*Amended: Statutes of 1995, Chapter 91 (SB 975)*

164.56. (a) It is the intent of the legislature, commencing July 1, 1991, to allocate ten million dollars (\$10,000,000) annually for 10 years to the Environmental Enhancement and Mitigation Demonstration Program Fund, which is hereby created.

(b) Local, state, and federal agencies and nonprofit entities may apply for and receive grants, not to exceed five million dollars (\$5,000,000) for any single grant, to undertake environmental enhancement and mitigation projects that are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction, or expansion of new transportation facilities.

(c) Projects eligible for funding include, but are not limited to, all of the following:

(1) Highway landscaping and urban forestry projects designed to offset vehicular emissions of carbon dioxide.

(2) Acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within the right-of-way acquired for proposed transportation improvements.

(3) The provision of roadside recreational opportunities, including roadside rests, trails, trailheads, and parks.

(4) Projects to mitigate the impact of proposed transportation facilities or to enhance the environment, where the ability to effectuate the mitigation or enhancement measures is beyond the scope of the lead agency responsible for assessing the environmental impact of the proposed transportation improvement.

(d) Grant proposals shall be submitted to the Resources Agency for evaluation in accordance with procedures and criteria prescribed by the Resources Agency. The Resources Agency shall evaluate proposals submitted to it and prepare a list of proposals recommended for funding. The list may be revised at any time during the 10-year demonstration period. Prior to including a proposal on the list, the Resources Agency shall make a finding that the proposal is eligible for funding pursuant to subdivision (f).

(e) Within the fiscal limitations of subdivisions (a) and (b), the commission shall annually award grants to fund proposals that are included on the list prepared by the Resources Agency pursuant to subdivision (d).

(f) Projects funded pursuant to this section shall be projects that contribute to mitigation of the environmental effects of transportation facilities, as provided for by Section 1 of Article XIX of the California Constitution.

### **Guideline Considerations For Rail Projects**

*Added: Statutes of 1989, Chapter 1039 (SB 1562)*

164.57. In developing guidelines for the commuter rail, urban rail transit, and intercity rail programs pursuant to Sections 164.50 and 164.55, the department shall consider, but not be limited to, all of the following:

(a) The reasonable financial and technical phasing of right-of-way preservation, consistent with a demonstrated commitment to development of recommended rail services within 10 years of completion of right-of-way acquisition in form of financial, planning, or operating assistance, or other contributions to fund the difference between operating costs and revenues, and other appropriate resources needed to support or encourage implementation of rail systems.

(b) The development of institutional structures that provide direct responsibility, authority, and accountability needed to fully finance, implement, and operate the rail services in an efficient, rational manner.

(c) The full integration of a proposed rail service with existing rail services and other transportation systems operated by public entities, so that the new service complements existing transportation systems in the state.

## Article 4.5. Transportation Budget

### **Budget Proposed**

*Amended: Statutes of 1982, Chapter 681 (AB 1168)*

*[Report Required: Statutes of 1996 Chapter 970 (AB 116)]*

165. The department shall prepare and submit to the Governor a proposed budget. The department shall include, within the proposed budget, the portion of that budget that is to be funded from the State Highway Account.

The department shall inform the commission of all pertinent assumptions and policy directions it intends to use in preparing the budget. This information shall be forwarded to the commission as soon as available. The commission shall review the assumptions and policy directions used in preparing the budget and forward its comments and recommendations to the department.

### **Budget Administration**

*Amended: Statutes of 1982, Chapter 681 (AB 1168)*

166. The portion of the proposed budget to be funded from the State Highway Account shall be included in the printed fiscal year budget submitted to the Legislature. The degree of detail contained in the portion of the proposed budget shall be established jointly by the Department of Transportation and the Department of Finance. That portion of the proposed budget shall be, for the State Highway Account, the complete and detailed budget as required by Section 13320 of the Government Code. In case of inconsistency between that section and this article, the provisions of this article shall control.

Notwithstanding Section 13321 of the Government Code, the Department of Transportation, in administering the budget of the State Highway Account, shall be responsible for determining the expenditures or incurrence of obligations by quarter or other period of the fiscal year.

### **Develop Fiscal Information Systems**

*Amended: Statutes of 1982, Chapter 681 (AB 1168)*

166.5. In order to support its proposed budgets and to improve its program management, the Department of Transportation shall develop budgeting, accounting, fiscal control, and management information systems to provide at least the following information:

(a) Documentation and control of positions and personnel services expenditures.

(b) Accounting and reporting of revenues and expenditures on a basis generally consistent with provisions of the Government Code.

These systems shall be developed to better inform the Legislature so that responsible legislative oversight of the program and budget of the Department of Transportation would be possible. These systems shall recognize the special characteristics of the department's program.

Development of these systems shall be closely coordinated with the Department of Finance, the Joint Legislative Budget Committee, the Committees on Transportation of the Senate and Assembly, the Subcommittee on General Government and Transportation of the Senate Committee on Finance, and the Subcommittee on Resources and Transportation of the Assembly Committee on Ways and Means.

**Budget Program Elements**

*Amended: Statutes of 1993, Chapter 1095 (AB 1153)*

167. With respect to the funds in the State Highway Account and in the Passenger Rail Bond Fund, the proposed budget shall be organized on a program basis. The proposed budget shall list the proposed expenditures for the transportation program under the following program elements:

- (a) Administration.
- (b) Program development.
- (c) Maintenance.
- (d) Operation.
- (e) Traffic systems management.
- (f) Flexible congestion relief.
- (g) Interregional road system.
- (h) Rehabilitation and safety.
- (i) Commuter and urban rail.
- (j) Intercity rail.
- (k) State-local transportation partnership program.
- (l) Environmental enhancement and mitigation programs.
- (m) Soundwalls.
- (n) Other highway construction.

The basis for defining major and minor capital outlay projects shall be established by the commission.

The Legislative Analyst shall prepare a brief and concise analysis of the proposed expenditures for each program element as a part of the budget analysis.

**Fund Transfers Between Programs And Program Elements**

*Amended: Statutes of 1982, Chapter 681 (AB 1168)*

168. During the fiscal year, the department, with the approval of the commission, may transfer funds appropriated from the State Highway Account between programs and between program elements.

Transfers shall not decrease the amount of funds to be expended for any of such programs or program elements by more than 10 percent of the total amount appropriated and identified in the appropriation schedules.

Transfers may only be made with the approval of the commission and the Director of Finance and after submitting a five-day notice of intent to make the transfers to the chairman of Senate Finance Committee and the Assembly Ways and Means Committee and to the Chairman of the Joint Legislative Budget Committee.

**Obligation Incurred**

*Added: Statutes of 1977, Chapter 1106 (AB 402)*

169. For the purposes of this code, except as provided in Section 170, the date of the award of a contract and of the commencement of a day-labor project shall be deemed the time when the entire obligation thereunder is incurred.

**Split Financing Multiple Year Projects**

*Added: Statutes of 1977, Chapter 1106 (AB 402)*

170. Where it is estimated by the department that the work involved in a project to be constructed under the State Contract Act (Chapter 3 (commencing

with Section 14250), Part 5, Division 3, Title 2 of the Government Code) will not be completed within a given fiscal year, the department, in the contract specifications, may provide a limitation upon the amounts that will be paid to the contractor during the first or second fiscal years of the construction period. Subject to such limitation, such contracts shall provide for the completion of the work and full payment therefor.

For the purposes of complying with Section 169, the department may include in any proposed budget, and the commission may allocate, at least such amounts with reference to such construction projects as would be payable during the fiscal year, together with all necessary engineering and other charges.

### **Bond Financing**

*Added: Statutes of 1988, Chapter 24 (SB 140)*

170.5. Notwithstanding Section 13302 of the Government Code, the department may, with respect to any project which will not be completed within a fiscal year, finance the project on a cash basis if the department has sufficient unused bonding authority not earmarked for any other project.

### **Projects Advertised Early**

*Added: Statutes of 1977, Chapter 1106 (AB 402)*

171. Prior to the commencement of each fiscal year, the department may advertise for bids for capital outlay projects anticipated to be budgeted during the fiscal year. However, the department shall not award any contract for any capital outlay project until (1) sufficient funds have been appropriated for such project and (2) the commission has allocated sufficient funds for the project.

### **Mass Transit Guideway Projects**

*Added: Statutes of 1992, Chapter 599 (AB 2095)*

172. The director shall annually recommend an amount to be included in the proposed budget pursuant to Section 165 for purposes of Sections 199 and 199.1, consistent with Section 199.11.

## **Article 4.8. Seismic Safety Retrofit Projects**

### **Seismic Safety Retrofit Account Created**

*Added: Statutes of 1989, First Extraordinary Session, Chapter 18*

179. There is hereby created the Seismic Safety Retrofit Account in the State Transportation Fund.

### **Purpose Of Funding**

*Added: Statutes of 1989, First Extraordinary Session, Chapter 18*

179.1. Funds in the account shall be available, when appropriated by the Legislature, solely for seismic retrofits of existing publicly owned bridges, including but not limited to, bridges on the state highway system and county and city road systems.

Funds shall be available to assess statewide seismic retrofit needs on publicly owned bridges, for research and development of solutions to structural seismic



deficiencies, and for projects to address those deficiencies on publicly owned bridges.

**Exemption From North/South Split And County Minimums**

*Added: Statutes of 1989, First Extraordinary Session, Chapter 18*

179.2. Allocations for seismic safety projects, from whatever source funded, are not subject to Section 188 or 188.8.

**Lead Agency**

*Amended: Statutes of 1990, Chapter 1082 (SB 1742)*

179.3. (a) The department shall be the lead agency for the seismic evaluation of publicly owned bridges throughout the state, except for those bridges not on the state highway system in the County of Los Angeles and in the unincorporated areas of the County of Santa Clara, in which cases the respective counties shall be the lead agency.

(b) The appropriate lead agency shall review the structural design and construction details of all publicly owned bridges for which it is the lead agency and shall assess the need for seismic retrofit work, taking into account the structural deficiencies which surfaced following the Sylmar, Whittier, and 1989 Loma Prieta earthquakes.

(c) For each bridge for which it is determined that seismic structural deficiencies exist, the lead agency shall identify a retrofit project to be funded from the account.

(d) (1) Funds shall be allocated by the director to the department, or the local agency, as the case may be, whose bridge is to be retrofitted. Of the funds appropriated by subdivision (a) of Section 8 of Chapter 18 of the Statutes of 1989, First Extraordinary Session, sixty million dollars (\$60,000,000) shall be allocated to the department for the state retrofit program and to meet matching requirements for any federal funds available for that purpose. The sum of twenty million dollars (\$20,000,000) shall be allocated to local agencies, for expenditure on retrofit projects identified by them pursuant to subdivision (b). Of the amount allocated to local agencies, highest priority shall be given to identifying and retrofitting bridges found to be seismically deficient.

(2) For purposes of the allocations to local agencies under paragraph (1), the director shall include in the allocation to the Counties of Los Angeles and Santa Clara an additional amount for those counties' administrative and other federally nonreimbursable costs associated with their activities conducted pursuant to subdivision (b).

(e) The director shall notify the commission at least annually of federal highway capital outlay funds required by the department to accomplish seismic retrofit work in accordance with the deadlines set forth in subdivision (b) of section 179.4. Upon receiving that notification, the commission shall promptly allocate those funds to the department from federal funds appropriated by the Legislature which are authorized to be used for this purpose.

(f) For purposes of this section, "bridges" includes pedestrian bridges and rail transit bridges.

### **Los Angeles And Santa Clara Counties**

*Amended: Statutes of 1994, Chapter 1012 (AB 1958)*

179.4. (a) The department and the Counties of Los Angeles and Santa Clara shall immediately proceed to implement this article by developing criteria for the assessment and prioritization of bridge retrofit needs and by collecting data that will be evaluated by that criteria. The director shall establish a statewide priority list for seismic retrofit projects based on the bridge assessments performed by the department and the Counties of Los Angeles and Santa Clara, taking into account the assigned risk given to any bridge or structure, the exposure of the public in case of a structural failure, and the probability of the occurrence of an earthquake in any given area.

(b) (1) The department and the Counties of Los Angeles and Santa Clara shall prepare or caused the preparation of retrofit plans, specifications, and estimates for all projects included in the priority list established pursuant to subdivision (a). All affected local agencies, for projects within their respective jurisdictions, and the department, with respect to projects on state highways, shall by December 31, 1991, execute the necessary construction contracts for all projects on the priority list, except that, upon a local agency's notification of the director, the date for execution of construction contracts for projects on the priority list shall be extended to December 31, 1992.

(2) Notwithstanding paragraph (1), construction contracts for projects involving the retrofitting of multiple-column bents, for which the identification of appropriate structural solutions is dependent upon active research, may be delayed so long as they are executed on or before December 31, 1993.

(3) All deficient bridges and structures shall be retrofitted or replaced by December 31, 1992, or, in the case of a local agency which has notified the director pursuant to paragraph (1), by December 31, 1993, except for bridges and structures involving the retrofitting of multiple-column bents, which shall be completed by December 31, 1994.

(4) Construction contracts for seismic repair, replacement, and retrofit shall be awarded to the lowest responsible bidder through a competitive bid contract, consistent with existing statutes.

### **Accelerated Research And Development Program**

*Added: Statutes of 1989, First Extraordinary Session, Chapter 18*

179.5. An accelerated program of research and development shall be undertaken by the department, as necessary, to develop engineering solutions to seismic structural deficiencies.

### **Annual Report**

*Amended: Statutes of 1992, Chapter 1243 (AB 3090)*

179.6. The department shall report annually to the commission on the implementation of this article. The commission shall monitor the department's progress, review each report prepared by the department, and attach its comments and recommendations prior to submittal of the report to the Legislature on March 1 of each year.

**Retrofit Defined**

*Added: Statutes of 1990, Chapter 1082 (SB 1742)*

179.7. For purposes of this article, "retrofit" includes both the structural modification of an existing bridge and the replacement of an existing bridge by a newly constructed bridge meeting seismic safety requirements.

**Proposed Budget**

*Added: Statutes of 1990, Chapter 1082 (SB 1742)*

179.8. Each annual proposed budget prepared pursuant to Section 165 shall include an amount recommended to be transferred from the State Highway Account to the Seismic Safety Account. This amount shall be based on the department's estimate of state funds necessary to fund the seismic retrofit program during the year of the proposed budget.

## Article 4.9. Seismic Retrofit

**Project Defined**

*Added: Statutes of 1994, Chapter 100 (SB 667)*

180. (a) For the purposes of this article, "project" means any activity of seismic retrofit work that includes either of the following:

(1) The structural modification of an existing highway structure that does not increase the number of mixed-flow lanes.

(2) The replacement of an existing highway structure by a newly constructed structure meeting seismic safety requirements that does not increase the number of mixed-flow lanes.

(b) For the purpose of this article:

(1) "Permit" includes any permit, authorization, approval, or consent in any form.

(2) "Permitting agency" includes any city, county, city and county, and any state or local public agency.

**Not Subject To Public Contract Code**

*Amended: Statutes of 1995, Chapter 310 (SB 146)*

180.1. (a) Projects under this article shall not be subject to the provisions of Chapter 1 (commencing with Section 10100) of Part 2 of Division 2 of the Public Contract Code, except the following:

(1) Article 1.5 (commencing with Section 10115) of Chapter 1 of Part 2 of Division 2 of the Public Contract Code, as to projects not subject to the provisions of Part 23 of Title 49 of the Code of Federal Regulations.

(2) Section 10128 of the Public Contract Code.

(3) Article 9 (commencing with Section 10280) of Chapter 1 of Part 2 of Division 2 of the Public Contract Code.

(4) Article 10 (commencing with Section 10285) of Chapter 1 of Part 2 of Division 2 of the Public Contract Code.

(b) Projects undertaken by a local agency under this article shall not be subject to the Local Agency Public Construction Act (Chapter 1 (commencing with Section 20100) of Part 3 of Division 2 of the Public Contract Code).

(c) Projects under this article shall be performed under contract awarded to the lowest responsible bidder or by contract upon informal bids, or by a combination thereof, in the discretion of the department or local agency.

(d) The Department of Transportation shall report at the end of each calendar quarter to the Joint Legislative Budget Committee and the committees in each house of the Legislature that consider transportation issues regarding the department's progress toward completion of seismic safety retrofit projects.

### **Activities Under Public Resources Code**

*Amended: Statutes of 1995, Chapter 310 (SB 146)*

180.2. The following projects under this article shall be considered to be activities under paragraph (4) of subdivision (b) of Section 21080 of the Public Resources Code:

(a) The structural modifications of an existing highway structure or toll bridge.

(b) The replacement of a highway structure or toll bridge within or immediately adjacent to an existing right-of-way.

### **Permit Review Panel**

*Amended: Statutes of 1995, Chapter 310 (SB 146)*

180.3. (a) There is hereby created an ad hoc seismic retrofit permit review panel that shall consist of the Secretary of Business, Transportation and Housing, the Secretary of Trade and Commerce, and the Secretary of Resources.

(b) The panel shall hear and approve or deny appeals for time extensions from permitting agencies requested pursuant to Section 180.4, and shall hear and approve or deny appeals from the department or local agency requested pursuant to Section 180.5.

### **Timely Issuance Of Permit**

*Added: Statutes of 1994, Chapter 16 (SB 805)*

180.4. (a) Notwithstanding any other provision of law, within 15 working days of receiving an application from the department or local agency for a permit for any project subject to this article, a permitting agency shall issue the permit with any conditions the permitting agency deems necessary or shall deny the permit.

(b) If the permitting agency fails to act upon the permit within 15 working days, the permit shall be deemed approved, unless the earthquake emergency and seismic retrofit permit review panel grants a time extension pursuant to Section 180.3. If the permitting agency is unable to issue or deny a permit within 15 working days, it may file an appeal for a time extension with the panel.

(c) Any permitting agency affected by this article may adopt procedures for expedited permits.

### **Appeal To Permit Review Panel**

*Added: Statutes of 1994, Chapter 16 (SB 805)*

180.5. (a) If the permitting agency denies a permit, or if the department or local agency determines that a permit issued pursuant to Section 180.4 imposes unreasonable conditions that would lead to a significant delay in a seismic retrofit project, the department or local agency may file an appeal with the earthquake emergency and seismic retrofit permit review panel.

(b) Notwithstanding any other provision of law, if, at a duly noticed public meeting, the panel reviews a permit or a denial of a permit for which the department or local agency had filed an appeal pursuant to subdivision (a), and finds that the project is necessary for the preservation of the public peace, health, or safety within the meaning of Article IV of the California Constitution, the panel may waive the permit, amend by condition established by the permit, or issue a permit that has been denied by the permitting agency.

### **Not Subject To Government And Public Contract**

*Added: Statutes of 1994, Chapter 16 (SB 805)*

180.6. Projects under this article are not subject to Chapter 10 (commencing with Section 4525) of Division 5 of Title 1, or Chapter 6 (commencing with Section 14825) of Part 5.5 of Division 3 of Title 2 of the Government Code, or of Chapter 2 (commencing with section 10290) of Part 2 of Division 2 of the Public Contract Code.

### **Sunset**

*Amended: Statutes of 1995, Chapter 310 (SB 146)*

180.7. This article shall remain in effect only until the Director of Finance certifies to the Chair of the Joint Legislative Budget Committee that the proceeds of the Seismic Retrofit Bond Act of 1996 have been fully expended or until June 30, 2001, whichever is sooner, and shall have no force or effect on or after the date of that certification or June 30, 2001, whichever is sooner.

### **Finding And Declaration**

*Added: Statutes of 1994, Chapter 1012 (AB 1958)*

180.75. The Legislature hereby finds and declares that there is a compelling public interest in authorizing the department to contract out the design services for seismic retrofit projects. The Legislature further finds and declares that contracting out design services associated with seismic retrofit projects is a new state function to assist in project delivery and does not duplicate the existing functions of the department

### **Contracting Out**

*Amended: Statutes of 1995, Chapter 310 (SB 146)*

180.8. (a) The director may contract out the design services for projects undertaken pursuant to this article in order to enhance or assist seismic retrofit project delivery. Without the ability to contract out the design and engineering portion of the seismic retrofit projects, the Legislature finds that the department will not be able to adequately, competently, or satisfactorily perform and deliver seismic retrofit projects. The director may contract for the services of engineers, architects, surveyors, planners, environmental specialists, and materials testing specialists, in addition to those already employed by the department, in order to provide professional and technical project development services to the department whenever, in the judgment of the director those services are necessary in order to timely deliver seismic retrofit projects.

(b) Routine inspection of work related to the contracts specified in subdivision (a) may be conducted by the contractor. However, the department is ultimately responsible for all inspections.

**Subject To Public Contract Code**

*Amended: Statutes of 1995, Chapter 310 (SB 146)*

180.9. The seismic retrofit projects contracted out pursuant to Section 180.8 shall be subject to Article 1.5 (commencing with Section 10115) of Chapter 1 of Part 2 of Division 2 of the Public Contract Code, as to projects not subject to Part 23 of Title 49 of the Code of Federal Regulations.

**Progress Reports To Legislature**

*Added: Statutes of 1994, Chapter 1012 (AB 1958)*

180.10. Pursuant to subdivision (d) of Section 180.1, the department shall make reports at the end of each calendar year to the Joint Legislative Budget Committee and the committees in each house of the Legislature that consider transportation issues regarding the department's progress toward completion of seismic retrofit projects. The department shall include in the reports data concerning the utilization of contracting out for design services for seismic retrofit projects.

**Article 5. Funds for Highway and Public Mass Transit Guideway Purposes****Transportation Revolving Account**

*Added: Statutes of 1977, Chapter 178 (AB 1989)*

181. (a) The Transportation Revolving Account in the State Transportation Fund is hereby created. With the approval of the Department of Finance, there shall be transferred to, or deposited in, the account all money appropriated, contributed, or made available from any source, including sources other than state appropriations, for expenditure on work within the powers and duties of the Department of Transportation, including, but not limited to, services, surveys, reports, major and minor construction, maintenance, improvements, and equipment as authorized by the state agency for which such an appropriation is made or, as to funds from sources other than state appropriations, as may be authorized by written agreement between the contributor of such funds and the Department of Transportation when approved by the Department of Finance.

(b) Money so transferred or deposited is continuously appropriated for expenditures by the Department of Transportation for the purposes for which appropriated, contributed, or made available without regard to fiscal years and Section 16304 of the Government Code. The Department of Transportation may withdraw from the account for use in work for other public agencies, local, state or federal, such sums as may be necessary for such work where the money to be paid by such other agencies is not deposited in the account in advance of the work being done.

(c) The Department of Transportation shall file against the account all claims covering expenditures incurred, including expenditures incurred prior to the effective date of the act enacting this section, in connection with services, surveys, reports, major and minor construction, maintenance, improvements, and equipment, and the State Controller shall draw his warrant therefor against the account.

(d) The Department of Transportation shall keep a record of all expenditures chargeable against each specific portion of the account, and any unused balance

in any portion of the account shall, on approval by the Department of Finance, be withdrawn from the account and transferred to the credit of the appropriation from which it was transferred or, as to funds from other than state appropriations, be paid out or refunded as provided in the agreement relating to the contribution.

(e) The Director of Transportation may authorize the refund of money received or collected by the department in payment of fees, licenses, permits, tools, or for rentals, property, or services, wherein the license, permit, rental, property, or service cannot lawfully be issued, furnished, or transferred to the person making the payment, or in cases where the payment, in whole or in part, represents overpayment or payment in duplicate.

(f) The provisions of this section shall only be operative during those fiscal years in which funds in the State Highway Account in the State Transportation Fund are appropriated by the Budget Act for such fiscal years.

### **State Highway Account**

*Added: Statutes of 1977, Chapter 1106 (AB 402)*

182. The "State Highway Fund" is continued in existence as the State Highway Account in the State Transportation Fund. Any reference in any law or regulation to the State Highway Fund shall be deemed to refer to the State Highway Account in the State Transportation Fund.

There shall be transferred to, or deposited in, the State Highway Account all money appropriated, contributed, or made available from any source, including sources other than state appropriations, for expenditure on work within the powers and duties of the department, including, but not limited to, services, investigations, surveys, experiments, reports, right-of-way acquisitions, major and minor construction, maintenance, improvements, and equipment, as authorized by the state agency for which such an appropriation is made, or as to funds from sources other than state appropriations, as may be authorized by written agreement between the contributor of such funds and the department.

Money so transferred or deposited is available for expenditure by the department for the purposes for which appropriated, contributed, or made available without regard to fiscal years and Section 16304 of the Government Code. The department may withdraw from the account for use in work for other public agencies local, state, or federal, such sums as may be necessary for such work where the money to be paid by such other agencies is not deposited in the account in advance of the work being done.

### **Matching Funds For CMAQ And RSTP**

*Added: Statutes of 1992, Chapter 1177 (SB 1435)*

182.4. From funds appropriated for the purpose of traffic systems management pursuant to paragraph (4) of subdivision (d) of Section 164, the department shall first make available to each regional planning agency, county transportation commission, and the metropolitan planning organization the necessary amount to match federal funds made available to it for the congestion mitigation and air quality program and for high occupancy vehicle lanes, transportation control measures, and eligible traffic system management projects funded from the regional surface transportation program. The remaining funds may be used for the purpose of Section 164.1. For purposes of this section and

Section 164.1, a traffic systems management project includes high occupancy vehicle lanes and transportation control measures listed in Section 108(f) (1) (A), other than clauses (xii) and (xvi), of the 1990 Clean Air Act (Public Law 101-549).

### **Legislative Intent Regarding County Minimums**

*Amended: Statutes of 1993, Chapter 376 (SB 233)*

182.5. (a) It is the intent of the Legislature that the commission program and allocate funds in compliance with the requirements of Sections 188 and 188.8. To the extent that county minimums for any four-year period have not been adhered to in the state transportation improvement program adopted by the commission because of subsequent changes in project alternatives or costs, changes in overall funding availability, or program amendments, or for any other unforeseen reason, any individual county shortfall for that period shall be carried forward and be added to the following four-year period.

(b) The commission shall not allocate funds for any project unless the commission has programmed the state transportation improvement program in a manner that complies with the requirements of Sections 188 and 188.8.

(c) It is the intent of the Legislature that the funding plan in Section 164 be the overall state goal. The amount in each subprogram element may vary in each county.

### **Regional Surface Transportation Program Funds**

*Added: Statutes of 1992, Chapter 1177 (SB 1435)*

182.6. (a) Notwithstanding Sections 182 and 182.5, Sections 188, 188.8, and 825 do not apply to the expenditure of federal funds apportioned to the state pursuant to that portion of subsection (b) (3) of Section 104, subsections (a) and (c) of Section 157, and subsection (d) of Section 160 of Title 23 of the United States Code which is allocated within the state subject to subsection (d) (3) of Section 133 of that code. These funds shall be known as the regional surface transportation program funds. The department, the transportation planning agencies, the county transportation commissions, and the metropolitan planning organizations may do all things necessary in their jurisdictions to secure and expend those federal funds in accordance with the intent of federal law and this chapter.

(b) The regional surface transportation program funds shall be apportioned by the department to the metropolitan planning organizations designated pursuant to Section 134 of Title 23 of the United States Code and, in areas where none has been designated, to the transportation planning agency designated pursuant to Section 29532 of the Government Code. The funds shall be apportioned in the manner and in accordance with the formula set forth in subsection (d) (3) of Section 133 of Title 23 of the United States Code, except that the apportionment shall be among all areas of the state.

(c) Where county transportation commissions have been created by Division 12 (commencing with Section 130000) of the Public Utilities Code, all regional surface transportation program funds shall be further apportioned by the metropolitan planning organization to the county transportation commission on the basis of relative population.

In the Monterey Bay region, all regional surface transportation program funds shall be further apportioned, on the basis of relative population, by the metropolitan planning organization to the regional transportation planning



agencies designated under subdivision (b) of Section 29532 of the Government Code.

(d) The applicable metropolitan planning organization, county transportation commission, or transportation planning agency shall annually apportion the regional surface transportation program funds for projects in each county, as follows:

(1) An amount equal to the amount apportioned under the federal-aid urban program in federal fiscal year 1990-91 adjusted for population. The adjustment for population shall be based on the population determined in the 1990 federal census except that no county shall be apportioned less than 110 percent of the apportionment received in the 1990-91 fiscal year. These funds shall be apportioned for projects implemented by cities, counties, and other transportation agencies on a fair and equitable basis based upon an annually updated five-year average of allocations. Projects shall be nominated by cities, counties, transit operators, and other public transportation agencies through a process that directly involves local government representatives.

(2) An amount not less than 110 percent of the amount that the county was apportioned under the federal-aid secondary program in federal fiscal year 1990-91, for use by that county.

(e) The department shall notify each metropolitan planning organization, county transportation commission, and transportation planning agency receiving an apportionment under this section, as soon as possible each year, of the amount of obligation authority estimated to be available for program purposes. The metropolitan planning organization and transportation planning agency, in cooperation with the department, congestion management agencies, cities, counties, and affected transit operators, shall select and program projects in conformance with federal law. The metropolitan planning organization and transportation planning agency shall submit its transportation improvement program prepared pursuant to Section 134 of Title 23 of the United States Code to the department for incorporation into the state transportation improvement program not later than August 1 of each even-numbered year beginning in 1994.

(f) Not later than July 1 of each year, the metropolitan planning organizations, and the transportation planning agencies, receiving obligational authority under this article shall notify the department if they will not use all of the available obligational authority, and the amount of obligational authority that will not be used. Unused obligational authority shall be made available for use by the department. If the department does not have sufficient federal apportionments to fully use excess obligational authority, the metropolitan planning organizations or transportation planning agencies relinquishing obligational authority shall make sufficient apportionments available to the department to fund alternate projects, when practical, within the geographical areas relinquishing the obligational authority. Notwithstanding this subdivision, the department shall comply with subsections (d) (3) and (f) of Section 133 of Title 23 of the United States Code.

(g) A regional transportation planning agency that is not designated as, nor represented by, a metropolitan planning organization with an urbanized area population greater than 200,000 pursuant to the 1990 federal census may exchange its annual apportionment received pursuant to this section on a dollar-

for-dollar basis for nonfederal State Highway Account funds, which shall be apportioned in accordance with subdivision (d).

(h) (1) If a regional transportation planning agency described in subdivision (g) does not elect to exchange its annual apportionment, a county located within the boundaries of that regional transportation planning agency may elect to exchange its annual apportionment received pursuant to paragraph (2) of subdivision (d) for nonfederal State Highway Account funds.

(2) A county not included in a regional transportation planning agency described in subdivision (g), whose apportionment pursuant to paragraph (2) of subdivision (d) was less than 1 percent of the total amount apportioned to all counties in the state may exchange its apportionment for nonfederal State Highway Account funds. If the apportionment to the county was more than 3-1/2 percent of the total apportioned to all counties in the state, it may exchange that portion of its apportionment in excess of 3-1/2 percent for nonfederal State Highway Account funds. Exchange funds received by a county pursuant to this section may be used for any transportation purpose.

### **Congestion Mitigation And Air Quality Program Funds**

*Added: Statutes of 1992, Chapter 1177 (SB 1435)*

182.7. (a) Notwithstanding Sections 182 and 182.5, Sections 188, 188.8, and 825 do not apply to the expenditure of federal funds apportioned to the state pursuant to subsection (b) (2) of Section 104 of Title 23 of The United States Code. These funds shall be known as the congestion mitigation and air quality program funds and shall be expended in accordance with Section 19 of Title 3 of the United States Code. The department, the transportation planning agencies, and the metropolitan planning organizations may do all things necessary in their jurisdictions to secure and expend those federal funds in accordance with the intent of federal law and this chapter.

(b) The congestion mitigation and air quality program funds shall be apportioned by the department to the metropolitan planning organizations designated pursuant to Section 134 of Title 23 of the United States Code and, in areas where none has been designated, to the transportation planning agency established by Section 29532 of the Government Code. The funds shall be apportioned to metropolitan planning organizations and transportation planning agencies responsible for air quality conformity determinations in federally designated air quality nonattainment and maintenance areas within the state in the manner and in accordance with the formula set forth in subsection (b) (2) of Section 104 of Title 23 of the United States Code.

(c) Notwithstanding subdivision (b), where county transportation commissions have been created by Division 12 (commencing with Section 130000) of the Public Utilities Code, all congestion mitigation and air quality program funds shall be further apportioned by the metropolitan planning organization to the county transportation commission on the basis of relative population within the federally designated air quality nonattainment and maintenance areas after first apportioning to the nonattainment and maintenance areas in the manner and in accordance with the formula set forth in subsection (b) (2) of Section 104 of Title 23 of the United States Code.

In the Monterey Bay region, all congestion mitigation and air quality improvement program funds shall be further apportioned, on the basis of relative

population, by the metropolitan planning organization to the regional transportation planning agencies designated under subdivision (b) of Section 29532 of the Government Code.

(d) The department shall notify each metropolitan planning organization, transportation planning agency, and county transportation commission receiving an apportionment under this section, as soon as possible each year, of the amount of obligational authority estimated to be available for expenditure from the federal apportionment. The metropolitan planning organizations, transportation planning agencies, and county transportation commissions, in cooperation with the department, congestion management agencies, cities and counties, and affected transit operators, shall select and program projects in conformance with federal law. Each metropolitan planning organization and transportation planning agency shall, not later than August 1 of each even-numbered year beginning in 1994, submit its transportation improvement program prepared pursuant to Section 134 of Title 23 of the United States Code to the department for incorporation into the state transportation improvement program.

(e) Not later than July 1 of each year, the metropolitan planning organizations and the transportation planning agencies receiving obligational authority under this section, shall notify the department if they will not use all of the available obligational authority, and the amount of obligational authority that will not be used. Unused obligational authority shall be made available for use by the department. If the department does not have sufficient federal apportionments to fully use excess obligational authority, the metropolitan planning organization or transportation planning agency relinquishing obligational authority shall make sufficient apportionments available to the department to fund alternate projects, when practical, within the geographical areas relinquishing the obligational authority. Notwithstanding this subdivision, the department shall comply with subsection (f) of Section 133 of Title 23 of the United States Code.

### **North/South Split And County Minimums Not Applicable To 1991 Demonstration Funds**

*Added: Statutes of 1992, Chapter 1177 (SB 1435)*

182.8. Section 188 and 188.8 do not apply to the expenditure of the federal funds identified in and made available under Sections 1103, 1104, 1105, 1106, 1107, and 1108 of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240).

### **Nonfederal Funds Appropriated**

*Amend: Statutes of 1993, Chapter 376 (SB 233)*

182.9. There shall be appropriated from nonfederal funds in the State Highway Account, and the commission shall allocate to each county, an amount, not to exceed one hundred thousand dollars (\$100,000) each fiscal year, equal to 50 percent of the amount allocated to the county pursuant to paragraph (2) of subdivision (d) of Section 182.6. The amount shall not be reduced by any exchange of funds made pursuant to subdivision (g) of Section 182. Funds allocated pursuant to this section shall be used to match the federal funds allocated pursuant to paragraph (2) subdivision (d) of Section 182.6 or, if excess, may be used for any transportation purpose.

**Continuously Appropriated Funds**

*Amended: Statutes of 1984, Chapter 268 (SB 1379)*

183. (a) All money in the State Highway Account in the State Transportation Fund derived from federal sources or from appropriations to other state agencies, or deposited in the account by local agencies or by others, is continuously appropriated to, and shall be available for expenditure by, the department for the purposes for which the money was made available.

Unless otherwise expressly provided for by law, none of the balance of the money in the State Highway Account shall be expended until it has been specifically appropriated by the Legislature or made available pursuant to Section 13322 of the Government Code.

The Budget Act appropriations shall be made on a program basis only and shall not identify the specific capital outlay projects to be funded. The commission shall be responsible for allocating the funds to specific projects within the budget program categories, except that all funds described in Chapter 5 (commencing with Section 2200) of Division 3 shall be allocated on a program basis to the department for allocation pursuant to that chapter.

(b) Notwithstanding subdivision (a), commencing with the 1985-86 Budget, the department shall submit with its budget requests a detailed description of the acquisition, improvement, and construction of office building projects to the Legislature for review. The total amount appropriated for those projects shall be identified as a separate line item in the Budget Act. Funds appropriated for those projects shall be allocated by the commission only for projects which have been approved by the Legislature. Minor projects are to be defined consistent with Section 167. The commission may substitute for approved minor projects, if the total sum of minor projects is within the amount approved by the Legislature.

**Funding Time Limits**

*Added: Statutes of 1982, Chapter 262 (SB 1331)*

183.3. Funds appropriated for exclusive public mass transit guideway projects and the other transit capital improvements authorized by Section 99317 of the Public Utilities Code from the State Highway Account and from the Transportation Planning and Development Account in the State Transportation Fund shall be available for encumbrance through allocation by the commission in the fiscal year appropriated and the next two fiscal years and shall be available for expenditure for two fiscal years after the last date available for encumbrance.

**Advancing Funds To Local Agencies**

*Added: Statutes of 1992, Chapter 25 (AB 680)*

183.4. (a) The department may advance funds in the State Highway Account in the State Transportation Fund to a local agency for all or a portion of the cost of a project approved for bond funding pursuant to Part 11.5 (commencing with Section 99600) of Division 10 of the Public Utilities Code. The director shall first make a finding that there are adequate funds for the advancement without delaying or adversely affecting any other project. The total amount advanced shall not exceed the amount of the unsold bonds which the committee created by Section 99692 of the Public Utilities Code has, by resolution, authorized to be sold.

(b) All advances shall be subject to the terms and conditions of an agreement between the department and a local agency. The agreement shall contain

provisions for reimbursement of the State Highway Account from the proceeds of the next bond sale for funds advanced pursuant to this section. Any amounts advanced pursuant to this section shall be repaid with interest at the rate being earned by the Pooled Money Investment Account at the time of the advance. Interest payments shall be made from funds of the local agency other than from the proceeds of bonds authorized by Part 11.5 (commencing with Section 99600) of Division 10 of the Public Utilities Code.

### **AMTRAK Project Approval**

*Amended: Statutes of 1984, Chapter 579*

183.5. No funds from the State Highway Account shall be budgeted, allocated, or expended for any project which calls for any change in passenger train stations or loading platforms used by the National Railroad Passenger Corporation unless the change has been submitted to the National Railroad Passenger Corporation for review and comment which may include a recommendation for a modification in the change. If the agency submitting the change elects not to accept the recommendation of the National Railroad Passenger Corporation, it shall submit the matter to the director who shall determine whether the disputed recommendation for a modification in the change shall be followed by the agency.

### **State Highway Account Maintained**

*Amended: Statutes of 1980, Chapter 777 (SB 1419)*

184. The department shall set up and keep the accounts necessary to show all expenditures from the State Highway Account for the several purposes authorized or required by this article, and shall make and keep on file in the office of the department an annual statement showing all expenditures from the account.

### **Withdrawals And Revolving Fund**

*Amended: Statutes of 1977, Chapter 1106 (AB 402)*

185. All money withdrawn from the State Highway Account in the State Transportation Fund shall be withdrawn in the manner provided by law upon demands made by the department.

The department may establish a revolving fund to be administered pursuant to Section 16400 of the Government Code and to serve as a revolving fund from which relocation assistance payments may be made pursuant to Chapter 16 (commencing with Section 7260) of Division 7 of Title 1 of the Government Code.

### **Department's Administrative Expenses**

*Amended: Statutes of 1974, Chapter 807 (SB 2335)*

185.5. The director shall pay from the State Highway Account in the State Transportation Fund that portion of the administrative expenses of the department that he determines, in consultation with the commission, to have resulted from the functions of the department for purposes specified in Section 2101.

### **Transportation Studies**

*Amended: Statutes of 1977, Chapter 865 (AB 1502)*

186.3. Funds apportioned pursuant to Section 2106 may be expended for highway-oriented transportation studies requested by a state or federal agency.

Any expenditure of funds apportioned pursuant to Section 2106 or 2107 by a county or city for the acquisition of rights-of-way or construction upon a state highway, or upon a county road or city street not under the jurisdiction of the county or city that complements the system of roads or streets of the county or city, shall be deemed an expenditure upon the system of roads or streets of the county or city, as the case may be, making such expenditure.

#### **Number And Width Of Traffic Lanes**

*Amended: Statutes of 1979, Chapter 102 (SB 212)*

186.5. Whenever local entities are unable to agree upon the number and width of traffic lanes for a street or road proposed to be constructed by any such entity where such specifications will affect the uniform flow of traffic on a road or street from one such local entity to another, the matter may be submitted to the department. The department shall thereupon endeavor to establish such specifications for such street or road proposed to be constructed, and, if established, such specifications shall be binding upon the local entity constructing such road or street.

#### **Appropriation To Commission**

*Added: Statutes of 1969, Chapter 1498 (SB 677)*

186.6. There is hereby appropriated to the commission from the Motor Vehicle Fuel Fund an amount not to exceed fifty thousand dollars (\$50,000) annually for work done by the department in assisting the Controller in carrying out duties imposed upon his office in reviewing, approving or modifying the expenditure of highway user funds by local agencies.

#### **County Groups**

*Added: Statutes of 1935, Chapter 29 (SB 147)*

187. For the purpose of allocating State funds available for highway purposes the counties of the State are placed in these two groups:

Group No. 1. All those counties not included in Group No. 2.

Group No. 2. The counties of San Luis Obispo, Kern, Mono, Tulare, Inyo, Santa Barbara, Ventura, Los Angeles, San Bernardino, Orange, Riverside, San Diego and Imperial.

#### **North/South Split**

*Amended: Statutes of 1993, Chapter 376 (SB 233)*

188. (a) All federal and state funds to be allocated by the commission for flexible congestion relief, urban and commuter rail, interregional roads, and noise attenuation barriers, which are to be expended for construction, including the acquisition of rights-of-way, reconstruction, and construction engineering, shall be programmed during the period commencing on July 1, 1989, and ending on June 30, 1993, and for each four-year period thereafter, 40 percent in County Group No. 1 and 60 percent in County Group No. 2.

(b) Notwithstanding subdivision (a) and Section 14526.5 of the Government Code, all federal and state funds for rehabilitation, safety, and maintenance that were programmed or projected to be programmed by the commission prior to July 1, 1992, for construction prior to July 1, 1997, shall be treated as flexible congestion relief.

(c) This section shall be known and may be cited as the Barnes-Mills-Walsh formula.

### **Application Of Article - Disaster Damage**

*Amended: Statutes of 1980, Chapter 777 (SB 1419)*

188.1. None of the provisions of this article or of Section 825 shall apply to the expenditure of either state or federal funds necessary to replace or reconstruct any state highway damaged or destroyed as the result of disaster over a wide area, such as by enemy action, sabotage, floods, hurricanes, tidal waves, earthquakes, severe storms, or other catastrophes where, at the time of the catastrophe, the Governor declared an emergency, and where such expenditure is authorized pursuant to this section by the commission by resolution, and such resolution is approved by the Governor. In the event the funds expended for replacing or reconstructing the damaged or destroyed state highway exceeds the cost of providing a facility of equal utility with that damaged or destroyed as determined by the director, he shall report the amount of such excess to the commission, and any expenditure in excess of the cost of providing a facility of equal utility shall be subject to all the provisions of this article and Section 825.

### **Maintenance Costs**

*Amended: Statutes of 1981, Chapter 1182 (AB 50)*

188.3. The cost of maintenance of all toll bridges under the jurisdiction of the commission shall be paid out of money in the State Highway Account, except that the commission shall fund the maintenance costs of each toll bridge from the same source used to fund that maintenance cost during the 1980-81 fiscal year.

### **Toll Bridge Expenditure Categories**

*Added: Statutes of 1988, Chapter 1364 (SB 2049)*

188.4. (a) Maintenance expenditures on all toll facilities owned by the state shall, for accounting purposes, be classified as Category A or Category B expenditures. Notwithstanding any other provision of law, the cost of maintenance of toll facilities shall be paid in accordance with the following:

(1) Category A maintenance shall be paid from the State Highway Account and shall include all normal highway maintenance which would be performed by the state according to state procedures as if the facility was a toll-free state facility.

(2) Category B maintenance shall be paid from toll revenues and shall include all maintenance and reconstruction work of those facilities such as toll facility administration buildings and toll booths which are constructed primarily for the purpose of collecting tolls.

(b) This section does not prevent the commission from complying with the provisions of any bond resolution in effect on July 1, 1988.

(c) In no event shall the maintenance of toll bridges be funded at a lower percentage than was established in accordance with procedures for funding maintenance of the southern bridge unit during the 1986-87 fiscal year, which includes the Dumbarton, the San Mateo-Hayward, and the San Francisco-Oakland Bay Bridges.

**Withholding Apportionments Against Unpaid Loans**

*Amended: Statutes of 1983, Chapter 1064 (SB 78)*

188.6. If a loan is not repaid by a city or county under Section 188.5 within the required time, the Controller shall withhold the apportionments to the city or county under Sections 2104, 2106, and 2107 and credit these apportionments to the loan until the loan is repaid in accordance with its terms and conditions.

**Cost Of Convict Labor**

*Amended: Statutes of 1980, Chapter 777 (SB 1419)*

188.7. Any expenses incurred in connection with any state highway under Article 4 (commencing with Section 2760) and Article 5 (commencing with Section 2780) of Chapter 5 of Title 1 of Part 3 of the Penal Code shall be paid from money in the State Highway Account available for the construction of state highways, but such expenditures shall not be subject to Sections 188 and 188.8.

**County Minimums**

*Amended: Statutes of 1996, Chapter 10 (AB 1869)*

188.8. (a) From the funds programmed pursuant to Section 188, the commission shall approve programs, program amendments, and fund reservations so that funding is distributed to each county of County Group No. 1 and in each county of County Group No. 2 during the period commencing July 1, 1983, and ending June 30, 1988, and for the period commencing July 1, 1988, and ending June 30, 1993, each period of four years thereafter, not less than an amount computed as follows:

(1) The commission shall compute, for the five-year period and for each of the four-year periods, an amount equal to 70 percent of the funds for County Groups Nos. 1 and 2, respectively, as provided in Section 188.

(2) From the amount computed for County Group No. 1 in subdivision (a) for each five-year period and each four-year period, the commission shall determine the minimum amount of programming for each county in the group based on a formula which is based 75 percent on the population of the county to the total population of County Group No. 1 and 25 percent on state highway miles in the county to the total state highway miles in County Group No. 1.

(3) From the amount computed for County Group No. 2 in subdivision (a) for the five-year period and each four-year period, the commission shall determine the minimum amount of programming for each county in the group based on a formula which is based 75 percent on the population of the county to the total population of County Group No. 2 and 25 percent on state highway miles in the county to the total state highway miles in County Group No. 2.

(b) Notwithstanding subdivision (a), that portion of the county population and state highway mileage in El Dorado and Placer Counties that is included within the jurisdiction of the Tahoe Regional Planning Agency shall be counted separately toward the area under the jurisdiction of the Tahoe Regional Transportation Agency and shall not be included in El Dorado And Placer Counties. The commission shall approve programs, program amendments, and fund reservations for the area under the jurisdiction of the Tahoe Regional Transportation Agency which shall be calculated using the formula described in paragraph (2) or subdivision (a).



(c) A county board of supervisors may adopt a resolution to pool its county minimum programming with adjacent counties adopting similar resolutions. The resolution shall provide for pooling the county minimum programming in any of the pooling counties for a four-year period and shall be submitted to the commission not later than May 1 immediately preceding the commencement of the four-year period.

(d) For the purpose of this section, "project costs" consist of any of the following:

(1) The amount programmed for right-of-way, adjusted for final estimates in the department's annual right-of-way plans, including early hardship and protection acquisitions from 1982 or later against the first year in which right-of-way funding is programmed.

(2) The engineer's final estimate of project cost presented to the commission for approval pursuant to Section 14533 of the Government Code.

(3) Project costs shown in the program, as amended where project allocations have not yet been approved by the commission, escalated to the date of scheduled project delivery.

(4) Any preliminary, environmental, design, or construction engineering costs programmed and allocated by the commission to local agencies.

(e) Project costs shall not be changed to reflect actual right-of-way purchase costs or construction contract award amounts, or for changes in construction expenditures.

(f) For funding programmed prior to the 1990 State Transportation Improvement Program, all project costs count in the fiscal year from which the commission allocates funding; for funding programmed by the commission in the 1990 State Transportation Improvement Program and subsequently, all project costs count at the original year of commission programming, regardless of subsequent changes in schedule of project delivery. The commission may designate in a program the split funding of projects, with specified amounts or percentages of the project's cost to be assigned to separate years of four-year periods. Nevertheless, additional funding programmed by the commission to cover a cost increase greater than 120 percent of a project's base cost pursuant to paragraph (1) of subdivision (f) of Section 14529 of the Government Code shall be counted in the fiscal year from which the commission programs the additional funding, and any supplemental allocation of funds by commission vote shall be counted in the year that vote occurs.

(g) For the purpose of this section, the population in each county is that determined by the last preceding federal census, or a subsequent census validated by the Population Research Unit of the Department of Finance, at the beginning of each four-year period.

(h) For the purpose of this section, "state highway miles," means the miles of state highways open to vehicular traffic at the beginning of each four-year period.

(i) It is the intent of the Legislature that there is to be flexibility in programming under this section and Section 188 so that, while ensuring that each county will receive an equitable share of state dollars, the types of projects selected and the programs from which they are funded may vary from county to county.

**District 12-Orange County Discretionary Funds**

*Added: Statutes of 1980, Chapter 1318 (SB 512)*

188.9. Notwithstanding any other provision of law, any increases in the discretionary funds allocated by the commission under Section 188.8 to Orange County, as the result of the creation of State Transportation District 12, over the amount specified for Orange County in the 1980 State Transportation Improvement Program shall not decrease the amount of discretionary funds allocated by the commission to any state transportation district except State Transportation District 7. The allocation of discretionary funds to District 7 shall not be increased for the purpose of allowing increased allocations to District 12.

**Los Angeles County Bailout - Allocation Reduced**

*Added: Statutes of 1995, Chapter 518 (SB 727)*

188.95. (a) Notwithstanding any other provision of law, if the conditions specified in paragraph (3) of subdivision (a) of Section 99310.55 of the Public Utilities Code exist with respect to the 1995-96 fiscal year, the amount of revenue allocated for that fiscal year for expenditure in the County of Los Angeles from the State Highway Account shall be reduced by the excess of the transportation services support amount, as defined in paragraph (2) of subdivision (a) of Section 99310.55 of the Public Utilities Code, over the amount to be allocated for that fiscal year to the Los Angeles County Metropolitan Transportation Authority from the Transportation Planning and Development Account in the absence of any reduction pursuant to that same section.

(b) This section shall remain in effect only until January 1, 1997, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 1997, deletes or extends that date.

**District 12-Orange County**

*Amended: Statutes of 1987, Chapter 1050 (AB 696)*

189.1. Notwithstanding any other provision of law, State Transportation District 12, consisting of the County of Orange, is hereby created. The district shall have a separate district organization, staff and facilities in the county.

**Grade Separation Projects**

*Amended: Statutes of 1994, Chapter 1220 (AB 3132)*

190. Each annual proposed budget prepared pursuant to Section 165 shall include the sum of fifteen million dollars (\$15,000,000), which sum may include federal funds available for grade separation projects, for allocations to grade separation projects, in accordance with Chapter 10 (commencing with Section 2450) of Division 3. The funds included for such purposes pursuant to this section each fiscal year, or by any other provision of law, shall be available for allocation and expenditure without regard to fiscal years.

**Report Submitted To Controller**

*Amended: Statutes of 1992, Chapter 1243 (AB 3090)*

191. Prior to each July 15, the department shall prepare and forward to the Controller a report identifying the amounts to be deducted from the allocations under Sections 2104 and 2107 as provided in Sections 2104.1 and 2107.6. The

amounts shall be a proration of five million dollars (\$5,000,000), less the federal subventions for grade separation projects included in allocations made pursuant to Chapter 10 (commencing with Section 2450) of Division 3 in the preceding fiscal year in excess of three million dollars (\$3,000,000). The proration shall be based on the ratio that grade separation allocations to cities, and grade separation allocations to counties, bears to the total allocations in the preceding fiscal year.

### **Protective Facilities Constructed**

*Amended: Statutes of 1980, Chapter 777 (SB 1419)*

191.5. Any city, city and county, or county may use funds allocated from the State Highway Account or the Highway Users Tax Account in the Transportation Tax Fund to finance the local governmental entity's share of the cost of constructing protective facilities on all mainline grade crossings.

### **Excluded Funds From Apportionment Computation**

*Amended: Statutes of 1980, Chapter 777 (SB 1419)*

192. In apportioning the State Highway Account money as required by this article, there shall be excluded, from the computations of moneys expended, any sums contributed by any person or governmental unit to pay any portion of the cost of constructing, improving, or maintaining any state highway.

Except as otherwise permitted in this article, any annual or biennial balances remaining unexpended to the credit of any particular county group shall remain credited to such county group.

### **Authorized Expenditures**

*Amended: Statutes of 1980, Chapter 777 (SB 1419)*

193. The State Highway Account money allocated and available each year for state highways shall be expended by the department:

(a) On the locations determined by the commission, to acquire the necessary real property or interest therein for, and to construct or improve to standards justified by traffic requirements, the state highways in the state highway system.

(b) To construct or improve highways in state parks in the manner provided by law.

### **Planning And Development Responsibilities Funded**

*Amended: Statutes of 1980, Chapter 777 (SB 1419)*

194. Each annual proposed budget prepared pursuant to Section 165 shall include an amount recommended to be appropriated to the Transportation Planning and Development Account in the State Transportation Fund. The amount shall, to the extent possible, equal the pro rata share of the comprehensive transportation planning duties attributable to highway and to exclusive public mass transit guideway planning and development.

### **Allocations For Mass Transit Projects**

*Amended: Statutes of 1990, Chapter 627 (SB 2829)*

*[Report Required: Statutes of 1996 Chapter 970 (AB 116)]*

199. (a) Upon the approval of a proposition by the voters of an area pursuant to Section 4 of Article XIX of the California Constitution, the entity, including, but not limited to, a transit district, responsible for construction of an exclusive public

mass transit guideway project in that area may submit the project to the department for inclusion in its resource allocation recommendations. If the project is located within an area under the jurisdiction of a statutorily created transportation planning agency, a county transportation commission, or the San Diego Metropolitan Transit Development Board, the project shall be approved by that agency, commission, or board, as the case may be, prior to being submitted to the department.

(b) Projects eligible for funding as exclusive public mass transit guideway projects include projects on rail lines on which publicly funded rail passenger service is provided or is proposed to be provided, if the voters have approved a proposition pursuant to Section 4 of Article XIX of the California Constitution for the area in which the project is to be located. The department, or a local entity, including, but not limited to, a transit district, may submit the project to the department for inclusion in its resource allocation recommendations. If the project is located within an area under the jurisdiction of a statutorily created transportation planning agency, a county transportation commission, or the San Diego Metropolitan Transit Development Board, the project shall be approved by that agency, commission, or board, as the case may be, prior to being submitted to the department.

(c) The department shall submit its resource allocation recommendations for that project for the comment and review of the transportation planning agency designated in Section 29532 of the Government Code for the area, except that, in the case of a project located within an area under the jurisdiction of a statutorily created transportation planning agency, a county transportation commission, or the San Diego Metropolitan Transit Development Board, the project shall be approved by that agency, commission, or board, as the case may be. Each project shall be submitted by the department to the California Transportation Commission for the allocation of funds to the project from those funds appropriated for guideway purposes from the State Highway Account. Allocations shall be made under terms and conditions that the commission deems appropriate, taking into consideration any recommendations of the department and any agency, commission, or board.

(d) The funds set aside pursuant to this section from the State Highway Account are expenditures on the highway system for purposes of Sections 188 and 188.8 and shall be separately identified in the budget report submitted to the Legislature. However, the commission shall make multiyear commitments for programming guideway projects over the seven-year period of the state transportation improvement program if the projects require funding in more than one year.

(e) If the department and the commission determine that funding is not available from the Transportation Planning and Development Account in the State Transportation Fund for all eligible transit capital improvements, projects eligible for funding pursuant to Section 4 of Article XIX of the California Constitution shall be so funded.

### **Guideway Funding Formula**

*Added: Statutes of 1982, Chapter 262 (SB 1331)*

199.1. (a) With respect to the sum of the money appropriated each fiscal year from the State Highway Account and the Transportation Planning and

Development Account in the Transportation Fund for exclusive public mass transit guideway purposes and the other transit capital improvements authorized by Section 99317 of the Public Utilities Code, the commission shall include, in the state transportation improvement program, one-half of the sum for expenditure in those counties which have adopted a proposition pursuant to Section 4 of Article XIX of the California Constitution and which meet all of the following conditions:

(1) The transportation planning agency, or the county transportation commission in the case of a county with such a commission or the San Diego Metropolitan Transit Development Board for the area under its jurisdiction, has submitted a guideway financial plan to the commission and the department by November 1 of the year preceding the fiscal year in which the allocation is to be made.

(2) The commission determined that the plan demonstrates that an amount at least equal to the allocation can be fully encumbered by the end of the fiscal year.

(b) The portion of the amount specified in subdivision (a) to be included in the state transportation improvement program for each of those counties shall be in the proportion that its population bears to the total population of all those counties.

#### **Allocation Reduction Procedure**

*Added: Statutes of 1982, Chapter 262 (SB 1331)*

199.2. (a) If the commission determines from the guideway financial plan of a county that the amount to be allocated for expenditure in the county pursuant to subdivision (b) of Section 199.1 cannot be encumbered by the allocation recipient in the county during the fiscal year in which the funds are appropriated, the commission shall reduce the amount allocated to the level which the commission determines can be encumbered.

(b) If an allocation recipient is unable to encumber funds by the end of the fiscal year in which they are allocated, the commission may count the unencumbered balance against the amount to be allocated to the county of the recipient pursuant to subdivision (b) of Section 199.1 in the subsequent year if the commission determines that the recipient will be unable to encumber both the remaining balance of the prior year's allocation and the amount to be allocated in the subsequent year.

#### **Guideway Financial Plans**

*Added: Statutes of 1982, Chapter 262 (SB 1331)*

199.3. The commission, in determining the adequacy of a guideway financial plan, shall consider the ability of proposed allocation recipients to encumber the state funds at the rate projected by the plan.

The commission shall adopt procedures for developing, submitting, and reviewing guideway financial plans after consultation with the department and with transportation planning agencies, county transportation commissions, and the San Diego Metropolitan Transit Development Board.

The commission shall allocate funds to projects placed in the state transportation improvement program pursuant to Section 199.1 in accordance with established procedures of the commission for environmental and project approval.

## **Funding Available For San Diego And Los Angeles Counties**

*Added: Statutes of 1982, Chapter 262 (SB 1331)*

199.4. (a) In lieu of repaying advances made pursuant to the Section 199.2 repealed by the act enacting this section during the 1981-82 Regular Session of the Legislature, no funds shall be allocated in the 1982-83 and 1983-84 fiscal years to the San Diego Metropolitan Transit Development Board pursuant to Section 199.1 from the State Highway Account and the Transportation Planning and Development Account in the State Transportation Fund.

(b) Funds allocated by the commission to the reserve for exclusive public mass transit guideway construction purposes in the County of Los Angeles prior to the enactment of this section at the 1981-82 Regular Session of the Legislature, pursuant to former Section 199.6 repealed by the act enacting this section, shall be available for encumbrance for an exclusive public mass transit guideway project in the County of Los Angeles until July 1, 1985. In lieu of the allocation the County of Los Angeles would otherwise receive during the 1982-83 fiscal year pursuant to Section 199.1 from the State Highway Account and the Transportation Planning and Development Account in the State Transportation Fund, the commission shall allocate thirty-eight million eight hundred thousand dollars (\$38,800,000) from the State Highway Account for exclusive public mass transit purposes in the County of Los Angeles.

(c) Notwithstanding subdivision (b) of Section 199.1, the commission shall include, in the state transportation improvement program for the 1982-83 fiscal year, the amount specified in subdivision (a) of Section 199.1 to the following counties in the following portions:

<u>County</u>	<u>Portion</u>	
Orange.....		12%
Sacramento.....	5%	
Santa Clara .....	8%	
San Mateo .....	4%	
San Francisco .....	4%	
Alameda.....		7%
Contra Costa.....	4%	

## **Offstreet Parking Guideway Projects**

*Added: Statutes of 1982, Chapter 262 (SB 1331)*

199.6. Before the department may recommend the allocation of funds pursuant to Section 199 for an exclusive public mass transit guideway project, the applicant shall provide verification that the local ordinances governing offstreet parking requirements for nonresidential developments in the areas adjacent to the guideway project do not prohibit the substitution of offsite parking at guideway stations or in-lieu fees or facilities for some or all of the onsite parking spaces required.

## **Local Request For State Guideway Project**

*Added: Statutes of 1988, Chapter 914 (AB 3332)*

199.7. A local entity may request the department to submit an application for funding of a project pursuant to subdivision (b) of Section 199 of the Streets and Highways Code, if the project is designed to improve an exclusive public mass

transit guideway which the state, rather than the local entity, operates or contracts to have operated.

### **Applicable Funding Provisions**

*Added: Statutes of 1989, Chapter 740 (AB 1582)*

199.8. The provisions relating to funding of transit capital improvements from the Transportation Planning and Development Account in Sections 99318, 99318.2, and 99318.6 of the Public Utilities Code shall also be applicable to applications for projects to be funded pursuant to Section 199 and 199.1.

### **Los Angeles Project Review**

*Added: Statutes of 1979, Chapter 921 (AB 1429)*

199.9. It is the intent of the Legislature that the California Transportation Commission's review of the proposed exclusive public mass transit guideway system in the County of Los Angeles shall take place concurrently with the Urban Mass Transportation Administration's review of the Draft Alternatives Analysis/Environmental Impact/Statement/Environmental Impact Report on Transit System Improvements in the Los Angeles Regional Core.

### **Los Angeles County Transportation Commission**

*Added: Statutes of 1979, Chapter 921 (AB 1429)*

199.10. It is the intent of the Legislature that the Los Angeles County Transportation Commission take a more active role, as required by Section 130303 of the Public Utilities Code, in initiating as well as determining the development of exclusive public mass transit guideway systems in Los Angeles County including, but not limited to, decisions on route location, station location, joint development opportunities, land use impacts, selection of appropriate mass transit hardware for such systems, and the coordination and integration of such systems into existing transit operations and community development objectives.

### **Continued Funding**

*Added: Statutes of 1991, Chapter 995 (SB 791)*

199.11. It is the intent of the Legislature that the commission continue to allocate funds pursuant to Sections 199 and 199.1, notwithstanding the current availability of rail bond funds, consistent both with voter approval of Proposition 5 at the June 4, 1974, direct primary election and with the commitments made by the commission in the 1988 State Transportation Improvement Program. This action is necessary because the bond funds are of a one-time, temporary nature, while guideway funds are available on an ongoing basis, as are the needs of that program.

### **California Transportation Research And Innovation Program**

*Added: Statutes of 1992, Chapter 352 (AB 3096)*

203. It is the intent of the Legislature that each annual proposed budget prepared pursuant to Section 165 include state funds from the State Highway Account for the California Transportation Research and Innovation Program, in accordance with Chapter 4 (commencing with Section 14450) of Part 5 of Division 3 of Title 2 of the Government Code. These funds shall be identified as a distinct

line-item in each proposed budget and shall be in addition to existing research and development conducted by the department.

#### **Department's Powers**

*Added: Statutes of 1935, Chapter 642 (SB 561)*

204. The department shall exercise the same powers and duties with respect to State highways within cities as with respect to other State highways.

#### **Investing Excess Money**

*Amended: Statutes of 1980, Chapter 777 (SB 1419)*

207. The commission may, by resolution, provide a plan under which the department may invest presently unneeded money in the State Highway Account in bonds or interest-bearing notes or obligations of the United States for which the faith and credit of the United States are pledged for the payment of principal and interest, in time bank deposits in eligible banks described in Section 16500 of the Government Code, in deposits in eligible savings and loan associations described in Section 16600 of the Government Code, or in any securities of federal agencies described in Section 16430 of the Government Code. The department may, with the approval of the State Treasurer, invest such excess funds in accordance with the resolution. All such bonds, notes, or obligation purchased under the provisions of this section shall be delivered to the State Treasurer, who shall keep them as a portion of the State Highway Account, and all interest thereon when collected shall be paid into and become a part of the State Highway Account.

All investments made under this section shall be liquidated as soon as the funds invested are required for state highway purposes.

#### **Right-Of-Way Acquisition**

*Amended: Statutes of 1982, Chapter 681 (AB 1168)*

208. The Controller shall, from time to time, determine whether any portion of the money or investment in the Department of Motor Vehicles Uncleared Collections Account in the Special Deposit Fund is not necessary for immediate use and, if so, the amount thereof shall thereupon be designated as "available money." On demand of the Department of Transportation from time to time, the amounts demanded, not exceeding ten million dollars (\$10,000,000) in the aggregate, shall, on order of the Controller, be transferred to the State Highway Account from the "available money" and shall be available for the acquisition of properties to constitute rights-of-way for state highway purposes. On demand of the Controller, the money shall be retransferred to the Department of Motor Vehicles Uncleared Collections Account.

### **Article 6. Freeway Noise Attenuation**

#### **Prioritizing Installation Of Noise Barriers**

*Amended: Statutes of 1991, Chapter 1107 (SB 511)*

215.5. (a) The department shall develop and implement a system of priorities for ranking the need for installation of noise attenuation barriers along freeways in the California freeway and expressway system. In establishing a priority system, the department shall give the highest consideration to residential areas



which were developed prior to the opening of the freeway. If alterations have been made to the freeway since its original opening which result in a significant and measurable increase in ambient noise levels, the opening date for that segment of the freeway, for the purposes of determining priorities under this section, is the completion date of that alteration project. Other criteria for determining priorities shall include the existing and future intensity of sound generated by the freeway, the increase in traffic flow since the original construction of the freeway, the cost of building the soundwall in relation to the expected noise reduction, the number of persons living in close proximity to the freeway, and whether a majority of the occupants in close proximity to the freeway resided there prior to the time of the freeway routing was adopted by the commission. The city or county in which the residential area is located shall be responsible for providing documentation to the department on the percentage of original occupants still residing along the freeway.

The actual cost of construction shall be used in determining the relative priority ranking of projects funded and constructed pursuant to subdivision (d).

(b) When all freeways have been ranked in priority order, the department shall, consistent with available funding, include in its proposed state transportation improvement program, a program of construction of noise attenuation barriers beginning with the highest priority.

In preparing the annual priority list, the department shall not add any new project to the list ahead of a project that has been funded by a city or county, or by any other public agency using public funds, and is awaiting state reimbursement pursuant to subdivision (d).

(c) The commission shall include in the estimate adopted pursuant to Section 14525 of the Government Code an annual and five-year estimate of funds estimated to be available for noise attenuation barriers along freeways. If any city or county constructs a noise attenuation barrier along a freeway pursuant to subdivision (d), the commission shall allocate funds for the project in the fiscal year the project would have been eligible for funding based on the department's priority list and the commission's fund estimate at the time of approval of the project pursuant to subdivision (d).

(d) If any city, county, or public agency constructs a noise attenuation barrier along a freeway using public funds prior to the time that the barrier reaches a high enough priority for state funding, then, when the funding priority is reached, the department shall reimburse the city, county, or public agency without interest for the cost of construction, but the reimbursement may not exceed the cost of the department to construct the barriers. Reimbursement shall be made only if the city, county, or public agency constructs the noise attenuation barrier to the standards approved by department, follows bidding and contracting procedures approved by the department, and the project is approved by the commission.

### **Accelerated Priority Projects**

*Added: Statutes of 1991, Chapter 1107 (SB 511)*

215.6. If any city or county contributes at least 33 percent of the estimated cost of any soundwall project included for the first time in the state transportation improvement program in 1992 or in subsequent years, that project shall be given priority over all other soundwall projects to be included for the first time in that

state transportation improvement program. If, due to the accelerated priority given a project by this section, two or more projects each qualify for the highest priority, the relative ranking between the two projects shall be determined on the basis of their relative ranking prior to being accelerated.

### **Natural Disaster Mitigation**

*Added: Statutes of 1992, Chapter 1241 (SB 1615)*

215.7. (a) In the event of the destruction of any segment of a state highway due to a natural disaster, when that segment remains out of service for five years or more, the department may, for purposes of mitigating the effects of increased traffic and noise on alternate state highways, use funds from the State Highway Account in the State Transportation Fund sufficient in amount to meet the state's required matching share of the costs of construction of noise attenuation barriers on any alternate state highway where traffic has increased due to the destruction of that segment if the construction of those barriers is eligible for at least 25 percent funding from federal emergency relief funds and otherwise meets the requirements of Section 215.5. That amount is hereby appropriated to the department from that account, as a loan, that shall be repaid from funds made available under subdivision (d) of Section 215.5 for that construction.

(b) For purposes of this section, "natural disaster" has the meaning as defined in Section 8680.3 of the Government Code.

### **Public And Private Schools**

*Amended: Statutes of 1991, Chapter 504 (SB 393)*

216. (a) The noise level produced by the traffic on, or by the construction of, a state freeway shall be measured in the classrooms, libraries, multipurpose rooms, and spaces used for pupil personnel services of a public or private elementary or secondary school if the rooms or spaces are being used for the purpose for which they were constructed and they were constructed under any of the following circumstances:

(1) Prior to the award of the initial construction contract for the freeway route and prior to January 1, 1974.

(2) After December 31, 1973, and prior to the issuance of a statement of present and projected noise levels of the freeway route by the department pursuant to subdivision (g) of Section 65302 of the Government Code.

(3) Subsequent to the construction of the freeway but prior to any alteration or expansion of the freeway which results in a significant and perceptible increase in ambient noise levels in the rooms or spaces.

(b) The measurements shall be made at appropriate times during regular school hours and shall not include noise from sources that exceed the maximum permitted by law.

(c) If the noise level produced from the freeway traffic, or the construction of the freeway, exceeds 55dBA, L10, or 52dBA, Leq., the department shall undertake a noise abatement program in any such classroom, library, multipurpose room, or space used for pupil personnel services to reduce the freeway traffic noise level therein the 55dBA, L10, or 52dBA, Leq., or less, by, measures including, but not limited to, installing acoustical materials, eliminating windows, installing air conditioning, or constructing sound baffle structures.

(d) If the department determines that the construction of the freeway will result in a noise level exceeding 55dBA, L10, or 52dBA, Leq., the department shall complete the temporary or permanent noise abatement program prior to commencing that construction, or as soon as practicable thereafter.

(e) If it becomes necessary to convert the classrooms, libraries, multipurpose rooms, or spaces used for pupil personnel services to other school-related purposes because the freeway traffic noise level therein exceeds 55dBA, L10, 52dBA, Leq., the department shall pay the cost of the conversions.

(f) If the noise level generated from sources within and without the classrooms, libraries, multipurpose rooms, or spaces used for pupil personnel services exceeds 55dBA, L10, or 55dBA, Leq. prior to construction of the freeway or completion of the alteration or expansion of the freeway, as the case may be, and the noise from the freeway, or its construction, alteration, or expansion also exceeds 55dBA, L10, or 52dBA, Leq., the department shall undertake a noise abatement program that will reduce the noise to its preconstruction, prealteration, or preexpansion level.

(g) Priority for noise abatement programs shall be given to those public and private elementary and secondary classrooms, libraries, multipurpose rooms, and spaces used for pupil personnel services constructed in conformance with Article 3 (commencing with Section 39140) of Chapter 2 of Part 23 of Division 3 of Title 2 of the Education Code or subject to paragraph (3) of subdivision (a).

(h) As used in this section, dBA means decibels measured by the "A" weighting described in Section 3.1 of the American National Standard specification for sound level meters, S1.4-1971, approved April 27, 1971, and published by the American National Standards Institute. L10 is the sound level that is exceeded 10 percent of the time for the period under consideration and is a value which is an indicator of both the magnitude and frequency of occurrence of the loudest noise events. Leq. is the equivalent steady state sound which in a stated period of time would contain the same acoustic energy as the time-varying sound level during the same time period.

### **Definition**

*Added: Statutes of 1975, Chapter 969 (AB 883)*

216.1. As used in Section 216, "spaces used for pupil personnel services" means rooms that are used primarily for counseling, testing, or similar type services involving the presence of pupils.

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## **CHAPTER 4. COOPERATION BY AND WITH THE STATE**

### **Article 4. State and Federal Highway Work**

### **Advancements**

*Amended: Statutes of 1980, Chapter 777 (SB 1419)*

824. Expenditures made from the State Highway Account, to the extent to which the United States is obligated by a project agreement to reimburse the state, shall be considered as advancements made by this state for performance on behalf of the United States and shall not be considered as expenditures of state funds.

Such advancements are not subject to any provisions of law relative to allocation of State Highway Account moneys. Such advancements shall be excluded in making the computations required by Section 11274 of the Government Code and the amount of such advancements made, and to be equal to the amount received from the Government of the United States as reimbursement for street or highway projects and deposited in the State Treasury during that period of time.

### **Apportioned Funds**

*Added: Statutes of 1955, Chapter 76 (AB 485)*

825. The total of the funds available from the Federal Government and the State for construction or improvement of state highways by the State shall be apportioned between the two county groups in accordance with the provisions of Section 188. Where more projects are available which are eligible for expenditure of federal funds in one county group than in the other, state funds shall be allocated to the county group receiving the lesser expenditure of federal funds to so balance such total expenditures.

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## **CHAPTER 8. NONMOTORIZED TRANSPORTATION**

### **Article 1. General Provisions**

### **Provision For Multimodal Transportation System**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

885. The Legislature hereby finds and declares that traffic congestion, air pollution, noise pollution, public health, energy shortages, consumer costs, and land-use considerations resulting from a primary reliance on the automobile for transportation are each sufficient reasons to provide for multimodal transportation systems.

### **Legislative Findings And Declarations**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

885.2. The Legislature finds and declares all of the following:

- (a) California's bicycle programs have not been fully developed or funded.
- (b) The Legislature and Congress have enacted laws to reduce traffic congestion and improve air quality.
- (c) The components of a successful bicycle program include engineering and design of safe facilities, education of bicyclists, and the motoring public on lawful use of the highways, and enforcement of traffic laws.
- (d) Efforts to improve safety and convenience for nonmotorized transportation users are a proper use of transportation funds.
- (e) The design and maintenance of many of our bridges and highways present physical obstacles to use by bicycles.
- (f) The bicycle is a legitimate transportation mode on public roads and highways.
- (g) Bicycle transportation can be an important, low-cost strategy to reduce reliance on the single-passenger automobile and can contribute to a reduction in air pollution and traffic congestion.

**Bicycle Facilities Coordinator**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

886. There is in the department a bicycle facilities coordinator who is responsible for the administration of bicycle-related activities of the department.

**Article 2. Nonmotorized Transportation Facilities****Nonmotorized Transportation Facility Defined**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

887. As used in this chapter, "nonmotorized transportation facility" means a facility designed primarily for the use of pedestrians, bicyclists, or equestrians. It may be designed primarily for one or more of those uses.

**Statewide Map**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

887.2. The department, in cooperation with local agencies, shall publish a statewide map illustrating state highway routes available for the use of bicyclists and, where bicyclists are prohibited from using a state highway, illustrating, in such a case, safe, alternate routes available to the bicyclists.

**Annual Report**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

887.4. Prior to December 31 of each year, the department shall prepare and submit an annual report to the Legislature summarizing programs it has undertaken for the development of nonmotorized transportation facilities, including a summary of major and minor projects. The report shall document all state funding for bicycle programs, including funds from the Bicycle Lane Account, the Transportation Planning and Development Account, and the Clean Air Transportation Improvement Act. The report shall also summarize the existing directives received by the department from the Federal Highway Administration concerning the availability of federal funds for the programs, together with an estimate of the fiscal impact of the federal participation in the programs.

**Agreements**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

887.6. Upon the request of the public agency, as defined by Section 6500 of the Government Code, the department may enter into an agreement with the agency for the construction and maintenance of nonmotorized transportation facilities which generally follow a state highway right-of-way where the department has determined that the facility will improve safety and convenience for bicyclists.

The department's contribution, if any, to the cost of constructing the nonmotorized facilities shall be based upon a finding that the traffic safety or capacity of the highway will be increased. The agreements may provide for the handling and accounting of funds, the acquisition or conveyance of right-of-way, maintenance, and any other phase of the project.

**Construction And Maintenance**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

887.8. (a) After consulting with the law enforcement agency having primary traffic law enforcement responsibility with respect to the state highway, the department may construct and maintain nonmotorized transportation facilities approximately paralleling that highway.

(b) Where the traffic safety or capacity of the highway would be increased, the department shall pay for the construction and maintenance of nonmotorized transportation facilities approximately paralleling the highway.

(c) The Legislature finds and declares that the construction and maintenance of nonmotorized transportation facilities constitute a highway purpose under Article XIX of the California Constitution, and justify the expenditure of highway funds and the exercise of the power of eminent domain therefor.

**Severance Or Destruction**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

888. The department shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for nonmotorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route or such a route exists.

**Development Of Nonmotorized Facilities**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

888.2. The department shall also incorporate nonmotorized transportation facilities in the design of freeways on the state highway system along corridors where nonmotorized facilities do not exist, upon a finding that the facilities would conform to the California Recreations Trails System Plan specified in Section 5070.7 of the Public Resources Code or upon a finding, following a public hearing, that the facilities would conform to the master plans of local agencies for the development of nonmotorized facilities and would not duplicate existing or proposed routes, and that community interests would be enhanced by the construction of the facilities.

The department shall establish an annual priority list of projects to be funded pursuant to this section, which shall primarily benefit bicyclists rather than other highway users.

**Minimum Funding**

*Added: Statutes of 1993, Chapter 517 (1095)*

888.4. Each annual budget prepared pursuant to Section 165 shall include an amount of not less than three hundred sixty thousand dollars (\$360,000) for the construction of nonmotorized transportation facilities to be used in conjunction with the state highway system.

**Receive And Expend Funds**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

888.8. The department may enter into any agreements, execute any documents, establish and manage any accounts or deposits, or take any other action that may be appropriate to receive and expend funds from the federal

government in connection with state or local agency bicycle programs and nonmotorized transportation projects for which federal funds are available. The department may undertake demonstration projects and perform technical studies.

### Article 3. California Bicycle Transportation Act

#### **Legislative Intent**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

890. It is the intent of the Legislature, in enacting this article, to establish a bicycle transportation system. It is the further intent of the Legislature that this transportation system shall be designed and developed to achieve the functional commuting needs of the employee, student, business person, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the capacity to accommodate bicyclists of all ages and skills.

#### **Bicycle Defined**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

890.2. As used in this chapter, "bicycle" means a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having either two or three wheels in a tandem or tricycle arrangement.

#### **Bicycle Commuter Defined**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

890.3. As used in this article, "bicycle commuter" means a person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity, and does not include a trip by bicycle primarily for physical exercise or recreation without such a destination.

#### **Bikeway Defined**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

890.4. As used in this article, "bikeway" means all facilities that provide primarily for bicycle travel. For purposes of this article, bikeways shall be categorized as follows:

(a) Class I bikeways, such as a "bike path," which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

(b) Class II bikeways, such as a "bike lane," which provide a restricted right-of-way designated for the exclusive or semiexclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Class III bikeways, such as an onstreet or offstreet "bike route," which provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

**Design Criteria**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

890.6. The department, in cooperation with county and city governments, shall establish minimum safety design criteria for the planning, and construction of bikeways and roadways where bicycle travel is permitted. The criteria shall include, but not limited to, the design speed of the facility, minimum widths and clearances, grade, radius of curvature, pavement surface, actuation of automatic traffic control devices, drainage, and general safety. The criteria shall be updated biennially, or more often, as needed.

**Uniform Specifications And Symbols**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

890.8. The department shall establish uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and to alert pedestrians and motorists of the presence of bicyclists on bikeways and on roadways where bicycle travel is permitted.

**Compliance With Criteria**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

891. All city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Sections 890.6 and 890.8.

**Bicycle Transportation Plan**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

891.2. A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

(c) A map and description of existing and proposed bikeways.

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.



(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited, programs that provide incentives for bicycle commuting.

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

### **Matching Funds**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

891.4. (a) A city or county that has prepared a bicycle transportation plan pursuant to Section 891.2 may submit the plan to the county transportation commission or transportation planning agency for approval. The city or county may submit an approved plan to the department in connection with an application for funds for bikeways and related facilities which will implement the plan. If the bicycle transportation plan is prepared, and the facilities are proposed to be constructed, by a local agency other than a city or county, the city or county may submit the plan for approval and apply for funds on behalf of that local agency.

(b) The department may grant funds applied for pursuant to subdivision (a) on a matching basis which provides for the applicant's furnishing of funding for 10 percent of the total cost of constructing the proposed bikeways and related facilities. The funds may be used, where feasible, to apply for and match federal grants or loans.

### **Local Agency Authority**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

891.8. The governing body of a city, county, or local agency may do all of the following:

(a) Establish bikeways.

(b) Acquire, by gift, purchase, or condemnation, land, real property, easements, or rights-of-way to establish bikeways.

(c) Establish bikeways pursuant to Section 21207 of the Vehicle Code.

### **Use Of Rights-Of-Way**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

892. (a) Rights-of-way established for other purposes by cities, counties, or local agencies shall not be abandoned unless the governing body determines that

the rights-of-way or parts thereof are not useful as a nonmotorized transportation facility.

(b) No state highway rights-of-way shall not be abandoned until the department first consults with the local agencies having jurisdiction over the areas concerned to determine whether the rights-of-way or parts thereof could be developed as a nonmotorized transportation facility. If an affirmative determination is made, before abandoning the rights-of-way, the department shall first make the property available to local agencies for development as nonmotorized transportation facilities in accordance with Sections 104.15 and 887.6 of this code and Section 14012 of the Government Code.

### **Bicycle Lane Account**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

892.2. The Bicycle Lane Account is continued in existence in the State Transportation Fund, and, notwithstanding Section 13340 of the Government Code, the money in the account is continuously appropriated to the department for expenditure for the purposes specified in Section 892.4. Unexpended moneys shall be retained in the account for use in subsequent fiscal years.

### **Allocation Priorities**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

892.4. The department shall allocate and disburse moneys from the Bicycle Lane Account according to the following priorities:

(a) To the department, the amounts necessary to administer this article, not to exceed 1 percent of the funds expended per year.

(b) To counties and cities, for bikeways and related facilities, planning, safety and education, in accordance with Section 891.4.

### **Bikeway Account**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

892.5. The Bikeway Account, created in the State Transportation Fund by Chapter 1235 of the Statutes of 1975, is continued in effect, and, notwithstanding Section 13340 of the Government Code, money in the account is hereby continuously appropriated to the department for expenditure for the purposes specified in this chapter. Unexpended money shall be retained in the account for use in subsequent fiscal years.

### **Legislative Findings And Declarations**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

892.6. The Legislature finds and declares that the construction of bikeways pursuant to this article constitutes a highway purpose under Article XIX of the California Constitution and justifies the expenditure of highway funds therefor.

### **Funds For Safety Projects**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

893. The department shall disburse money from the Bicycle Lane Account pursuant to Section 891.4 for projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following:

(a) New bikeways serving major transportation corridors.

- (b) New bikeways removing travel barriers to potential bicycle commuters.
- (c) Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals and ferry docks and landings.
- (d) Bicycle-carrying facilities on public transit vehicles.
- (e) Installation of traffic control devices to improve the safety and efficiency of bicycle travel.
- (f) Elimination of hazardous conditions on existing bikeways.
- (g) Planning.
- (h) Improvement and maintenance of bikeways.

In recommending projects to be funded, due consideration shall be given to the relative cost-effectiveness of proposed projects.

### **Limitations**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

893.2. The department shall not finance projects with money in accounts continued in existence pursuant to this article which could be financed appropriately pursuant to Article 2 (commencing with Section 887), or fully financed with federal financial assistance.

### **Priority Status**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

893.4. If available funds are insufficient to finance completely any project whose eligibility is established pursuant to Section 893, the project shall retain its priority for allocations in subsequent fiscal years.

### **Maximum Funding**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

893.6. The department shall make a reasonable effort to disburse funds in general proportion to population. However, no applicant shall receive more than 25 percent of the total amounts transferred to the Bicycle Lane Account in a single fiscal year.

### **Funding Agreements**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

894. The department may enter into an agreement with any city or county concerning the handling and accounting of money disbursed pursuant to this article, including, but not limited to, procedures to permit prompt payment for the work accomplished.

### **Guidelines**

*Added: Statutes of 1993, Chapter 517 (SB 1095)*

894.2. The department, in cooperation with county and city governments, shall adopt the necessary guidelines for implementing this article.

DIVISION 3. APPORTIONMENT AND EXPENDITURE OF HIGHWAY FUNDS  
CHAPTER 3. HIGHWAY USERS TAX ACCOUNT

**Highway Users Tax Account Continued**

*Amended: Statutes of 1971, Chapter 1243*

2100. The Highway Users Tax Fund is continued in existence as the Highway Users Tax Account in the Transportation Tax Fund.

Any reference in any law or regulation to the Highway Users Tax Fund shall be deemed to refer to the Highway Users Tax Account in the Transportation Tax Fund.

**Purpose Of Appropriation**

*Amended: Statutes of 1980, Chapter 777*

2101. All moneys in the Highway Users Tax Account in the Transportation Tax Fund and hereafter received in the account are appropriated for all of the following:

(a) The research, planning, construction, improvement, maintenance, and operation of public streets and highways (and their related public facilities for nonmotorized traffic), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, and the administrative costs necessarily incurred in the foregoing purposes.

(b) The research and planning for exclusive public mass transit guideways (and their related fixed facilities), the payment for property taken or damaged for such purposes, and the administrative costs necessarily incurred in the foregoing purposes.

(c) The construction and improvement of exclusive public mass transit guideways (and their related fixed facilities), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, the administrative costs necessarily incurred in the foregoing purposes, and the maintenance of the structures and the immediate right-of-way for the public mass transit guideways, but excluding the maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services, in any area where the voters thereof have approved a proposition pursuant to Section 4 of Article XIX of the California Constitution.

(d) The payment of principal and interest on voter-approved bonds issued for the purposes specified in subdivision (c).

**Net Revenue**

*Amended: Statutes of 1973, Chapter 1153*

2102. Net revenue derived from a tax means the amount of revenue derived from a tax that is deposited into the Highway Users Tax Account in the Transportation Tax Fund.

**Apportionment By Controller**

*Amended: Statutes of 1983, Chapter 1102*

2103. At least 90 percent of the balance deposited to the credit of the Highway Users Tax Account in the Transportation Tax Fund by the 28th day of each month shall be apportioned by the State Controller by the second working day thereafter,

except for June, in which case the apportionment shall be made the same day. These apportionments shall be made as provided for in Sections 2104 to 2122, inclusive. If information is not available to make the apportionment as required, the apportionment shall be made on the basis of the information of the previous month. Amounts not apportioned shall be included in the apportionment of the subsequent month.

### **Apportionment Among Counties**

*Amended: Statutes of 1991, Chapter 271 (SB 503)*

2104. A sum equal to the net revenue derived from a per gallon tax of 2.035 cents (\$0.02035) under the Motor Vehicle Fuel License Tax Law (Part 2 (commencing with Section 7301) of Division 2 of the Revenue and Taxation Code), and 1.80 cents (\$0.0180) under the Use Fuel Tax Law (Part 3 (commencing with Section 8601) of that division), shall be apportioned among the counties, as follows:

(a) Each county shall be paid one thousand six hundred sixty-seven dollars (\$1,667) during each calendar month, which amount shall be expended exclusively for engineering costs and administrative expenses with respect to county roads.

(b) A sum equal to the total of all reimbursable snow removal costs filed pursuant to subdivision (d) of Section 2152, or five million five hundred thousand dollars (\$5,500,000), whichever is less, shall be apportioned in 12 approximately equal monthly apportionments for snow removal on county roads, as provided in Section 2110.

(c) A sum equal to five hundred thousand dollars (\$500,000) shall be apportioned in 12 approximately equal monthly apportionments, as provided in Section 2110.5.

(d) Seventy-five percent of the funds payable under this section shall be apportioned among the counties monthly in the respective proportions that the number of fee-paid and exempt vehicles which are registered in each county bears to the total number of fee-paid and exempt vehicles registered in the state.

For purposes of apportionment under this subdivision, the Department of Motor Vehicles shall, as soon as possible after the last day of each calendar month, furnish to the Controller a verified statement showing the number of fee-paid and exempt vehicles which are registered in each county and in the state as of the last day of each calendar month as reflected by the records of the Department of Motor Vehicles.

(e) Of the remaining money payable, there shall be paid to each eligible county an amount monthly computed, as follows: The number of miles of maintained county roads in each county shall be multiplied by sixty dollars (\$60); from the resultant amount, there shall be deducted the amount received by each county under subdivision (d) and the remainder, if any, shall be paid to each county.

(f) The remaining money payable, after the foregoing apportionments, shall be apportioned among the counties in the same proportion as the money referred to in subdivision (d).

**Annual Deduction**

*Amended: Statutes of 1982, Chapter 681*

2104.1. The Controller shall deduct annually, from the amount apportioned pursuant to Section 2104, the amount identified as applicable to counties in the report submitted in the preceding fiscal year pursuant to Section 191, and shall transfer the amount to the State Highway Account.

**Apportionment Of New Revenues**

*Amended: Statutes of 1995, Chapter 916 (AB 858)*

2105. In addition to the apportionments prescribed by Sections 2104, 2106, and 2107, from the revenues derived from a per gallon tax imposed pursuant to Section 7351 of the Revenue and Taxation Code, and a per gallon tax imposed pursuant to Section 8651 of that code, the following apportionments shall be made:

(a) A sum equal to the net revenue from a tax of 11.5 percent of any per gallon tax in excess of nine cents (\$0.09) per gallon under Section 7351 of the Revenue and Taxation Code, and 11.5 percent of any per gallon tax in excess of nine cents (\$0.09) per gallon under Section 8651 of that code, shall be apportioned among the counties, including a city and county.

The amount of apportionment to each county, including a city and county, during a fiscal year shall be calculated as follows:

(1) One million dollars (\$1,000,000) for apportionment to all counties, including a city and county, in proportion to each county's receipts during the prior fiscal year under Sections 2104 and 2106.

(2) One million dollars (\$1,000,000) for apportionment to all counties, including a city and county, as follows:

(A) Seventy-five percent in the proportion that the number of fee-paid and exempt vehicles which are registered in the county bears to the number of fee-paid and exempt vehicles registered in the state.

(B) Twenty-five percent in the proportion that the number of miles of maintained county roads in the county bears to the miles of maintained county roads in the state.

(3) For each county, determine its factor which is the higher amount calculated pursuant to paragraph (1) or (2) divided by the sum of the higher amounts for all of the counties.

(4) The amount to be apportioned to each county is equal to its factor multiplied by the amount available for apportionment.

(b) A sum equal to the net revenue from a tax of 11.5 percent of any per gallon tax in excess of nine cents (\$0.09) per gallon under Section 7351 of the Revenue and Taxation Code, and 11.5 percent of any per gallon tax in excess of nine cents (\$0.09) per gallon under Section 8651 of that code, shall be apportioned to cities, including a city and county, in the proportion that the total population of the city bears to the total population of all the cities in the state.

**Apportionment To Cities And Counties**

*Amended: Statutes of 1981, Chapter 541*

2106. A sum equal to the net revenue derived from one and four one-hundredths cent (\$0.0104) per gallon tax under the Motor Vehicle Fuel License Tax Law (Part 2 (commencing with Section 7301) of Division 2 of the Revenue and Taxation Code) shall be apportioned monthly from the Highway Users Tax

Account in the Transportation Tax Fund among the counties and cities as provided in this section.

The amounts available under this section shall be apportioned, as follows:

(a) Four hundred dollars (\$400) per month shall be apportioned to each city and city and county and eight hundred dollars (\$800) per month shall be apportioned to each county and city and county.

(b) Thirty thousand dollars (\$30,000) per month shall be transferred to the Bicycle Lane Account in the State Transportation Fund.

(c) The balance shall be apportioned, as follows:

(1) A base sum shall be computed for each county by using the same proportions of fee-paid and exempt vehicles as are established for purposes of apportionment of funds under subdivision (d) of Section 2104.

(2) For each county, the percentage of the total assessed valuation of tangible property subject to local tax levies within the county which is represented by the assessed valuation of tangible property outside the incorporated cities of the county shall be applied to its base sum, and the resulting amount shall be apportioned to the county. The assessed valuation of taxable tangible property, for purposes of this computation, shall be that most recently used for countywide tax levies as reported to the Controller by the State Board of Equalization. If an incorporation or annexation is legally completed following the base sum computation, the new city's assessed valuation shall be deducted from the county's assessed valuation, the estimate of which may be provided by the State Board of Equalization.

(3) The difference between the base sum for each county and the amount apportioned to the county shall be apportioned to the cities of that county in the proportion that the population of each city bears to the total population of all the cities in the county. Populations used for determining apportionment of money under Section 2107 are to be used for purposes of this section.

### **Los Angeles County Revenue Allocations**

*Added: Statutes of 1981, Chapter 575*

2106.3. If Los Angeles County elects to allocate any portion of the revenues it receives pursuant to Section 2104 or 2106 to the cities within the county under any program in which those revenues are allocated to at least 70 percent of the cities, it shall make allocations to each city within the county based on the two following equally weighted factors:

(1) The population of the city to the total population of all the cities in the county.

(2) The city street mileage to the total street mileage of all the cities in the county, as determined from the county master plan.

### **Los Angeles County Bailout - Apportionment**

*Added: Statutes of 1995, Chapter 518 (SB 727)*

2106.4. From funds apportioned to the County of Los Angeles pursuant to Sections 2104, 2105, and 2106, or from other transportation funds available to the county, or from any combination of those funds, as determined by the county, the county shall, beginning in the 1996-97 fiscal year, commence the annual transfer to the Los Angeles County Metropolitan Transportation Authority of funds in an amount calculated to amortize, in equal annual installments over a 5-year period,

the amount by which fiscal realignment revenues deposited in the county general fund exceed fifty million dollars (\$50,000,000). The highest priority for the use of the remaining funds apportioned to the county pursuant to this chapter shall be for safety and for maintenance of county facilities in urban areas with the highest backlog of maintenance and rehabilitation needs.

### **Base Sum Agreements**

*Amended: Statutes of 1977, Chapter 865*

2106.5. (a) Each county and any of its incorporated cities may enter into an agreement regarding the base sum established by paragraph (1) of subdivision (c) of Section 2106, providing for expenditure of the amounts apportioned to the county and apportioned for expenditure within the cities participating in the agreement upon roads and streets within the county and the cities participating in the agreement.

(b) Any of the incorporated cities within a county may enter into an agreement among themselves regarding the amount apportioned to them pursuant to paragraph (3) of subdivision (c) of Section 2106 for expenditure upon city streets within the cities participating in the agreement.

(c) Any such agreement shall be filed with the State Controller. After verification of the agreement by the State Controller, the State Controller shall make disposition of the apportionments to the parties participating in the agreement in accordance with terms of the agreement.

### **Apportionment Within Cities**

*Amended: Statutes of 1986, Chapter 1242*

2107. A sum equal to the net revenues derived from a per gallon tax of 1.315 cents (\$0.01315) under the Motor Vehicle Fuel License Tax Law (Part 2 (commencing with Section 7301) of Division 2 of the Revenue and Taxation Code), and 2.59 cents (\$0.0259) under the Use Fuel Tax Law (Part 3 (commencing with Section 8601) of that division), shall be apportioned monthly to the cities and cities and counties of this state from the Highway Users Tax Account in the Transportation Tax Fund as provided in this section.

From that sum, the Controller shall allocate annually to each city which has filed a report containing the information prescribed by subdivision (c) of Section 2152, and which had expenditures in excess of five thousand dollars (\$5,000) during the preceding fiscal year for snow removal, an amount equal to one-half of the amount of its expenditures for snow removal in excess of five thousand dollars (\$5,000) during that fiscal year.

The balance of that sum from the Highway Users Tax Account shall be allocated to each city, including city and county, in the proportion that the total population of the city bears to the total population of all the cities in this state.

For the purpose of this section, the population in each city is that determined in the manner specified in Sections 11005 and 11005.3 of the Revenue and Taxation Code.

### **Application With United States Census Bureau For Population Estimate**

*Amended: Statutes of 1975, Chapter 1186*

2107.1. Any city or city and county may apply to the United States Bureau of Census to determine its population. Upon receipt from the bureau of its



determination of population, the city or city and county may, at its option, file a certified copy of the determination with the Controller.

All apportionments made under Section 2107 and all payments under Section 11005 of the Revenue and Taxation Code for any apportionment made beginning with the month following the filing of the determination shall be based upon the population so determined until such time as a subsequent determination is made by the bureau and a certified copy is filed by the city or city and county with the Controller or a certified copy of a subsequent estimate or census result validated by the Department of Finance is filed with the Controller as provided in Section 2107.2. For the purposes of this section, a written or telegraphic certification from the Director of the Census to the Controller of the determination of population may be accepted by the Controller in lieu of the filing by the city or city and county of the certified copy of the determination.

The cost of any determination by the United States Bureau of Census or by the Department of Finance is a proper charge against the city or city and county applying therefor and shall be paid by it to the bureau or to the department.

This section does not apply to counties.

### **Application With Department Of Finance For Population Estimate**

*Amended: Statutes of 1988, Chapter 154*

2107.2. Any city or city and county may apply to the population research unit of the Department of Finance to estimate its population or the population of any inhabited territory annexed to the city subsequent to the last federal or state census validated by the population research unit of the Department of Finance. The department may make the estimate if in the opinion of the department there is available adequate information upon which to base the estimate. The department may develop or contract for the development of additional information if, in the opinion of the department, additional information may make an estimate feasible. Not less than 25 days nor more than 30 days after the completion of the estimate, the Department of Finance shall file a certified copy thereof with the Controller if the estimate is greater than the current certified population.

All apportionments under Section 2107 and all payments under Section 11005 of the Revenue and Taxation Code for any apportionment made beginning with the month following the filing of the estimate shall be based upon the population so estimated until a subsequent estimate is made by the department and a certified copy is filed with the Controller or a subsequent determination is made by the United States Bureau of the Census and a certified copy is filed by the city or city and county with the Controller as provided in Section 2107.1.

The Department of Finance may assess a reasonable charge, not to exceed the actual cost thereof, for the preparation of population estimates pursuant to this section, which is a proper charge against the city or city and county applying therefor. The amount received shall be deposited in the State Treasury as a reimbursement to be credited to the appropriation from which the expenditure is made.

No more than one estimate of its total population shall be filed each fiscal year for each city or city and county.

As of May 1, 1988, any population estimate prepared by the Department of Finance pursuant to Section 2227 of the Revenue and Taxation Code may be used for all purposes of this section unless a written request not to certify is received by

the department from the city or city and county within 25 days of completion of the estimate.

### **Revenues Apportioned**

*Amended: Statutes of 1967, Chapter 1621*

2107.3. The incorporation of a new city, or any annexation or exclusion of territory to or from an existing city, shall be considered for the purpose of apportionment of funds pursuant to Section 2107. The revenue shall be apportioned among the cities monthly as revenues are received in the Highway Users Tax Fund. Any newly incorporated city or any increase in population due to annexation shall be included in the monthly apportionment following such incorporation or annexation.

In the event of the disincorporation of a city, or in the event the incorporation of a city is adjudged invalid, any funds apportioned pursuant to Section 2107 to such city, but which are unexpended, shall revert to the Highway Users Tax Fund and shall be reapportioned to all other cities and cities and counties pursuant to Section 2107.

The Controller shall not be required to reapportion funds previously apportioned for expenditure in the different cities of the state by reason of any subsequent incorporation, invalidation of incorporation, annexation or exclusion of territory.

### **Interest Payments On Bonds**

*Amended: Statutes of 1980, Chapter 777*

2107.4. Not more than one-quarter of the funds allocated to a city or county from the Highway Users Tax Account in the Transportation Tax Fund for the construction of streets therein may be used to make principal and interest payments on bonds issued for such construction, if the issuance of such bonds is authorized by a proposition approved by a majority of the votes cast thereon. The term of any such bonds shall not exceed 25 years.

### **Engineering And Administrative City Street Costs**

*Amended: Statutes of 1979, Chapter 102*

2107.5. In addition to the amounts apportioned to cities from the Highway Users Tax Fund under Sections 2106 and 2107, the following amounts shall be allocated annually during the month of July of each fiscal year for expenditure exclusively for engineering costs and administrative expenses in respect to city streets:

- |     |   |          |
|-----|---|----------|
| (a) | For each city with a population of over 500,000 inhabitants       | \$20,000 |
| (b) | For each city with a population of 100,000 to 500,000 inhabitants | 10,000   |
| (c) | For each city with a population of 50,000 to 99,999 inhabitants   | 7,500    |
| (d) | For each city with a population of 25,000 to 49,999 inhabitants   | 6,000    |
| (e) | For each city with a population of 20,000 to 24,999 inhabitants   | 5,000    |
| (f) | For each city with a population of 15,000 to 19,999 inhabitants   | 4,000    |
| (g) | For each city with a population of 10,000 to 14,999 inhabitants   | 3,000    |
| (h) | For each city with a population of 5,000 to 9,999 inhabitants     | 2,000    |
| (i) | For each city with a population of less than 5,000 inhabitants    | 1,000    |

For the purpose of this section the population in each city shall be determined in accordance with Sections 2107, 2107.1, and 2107.2 at the time of allocation. Any city incorporated after the first day of July of any year shall receive the full annual allocation prescribed in this section, such allocation to be made during the month succeeding the filing or certification of the incorporation by the Secretary of State.

Any city under subdivision (h) or (i) above may expend the moneys allocated to it hereunder for acquisition of rights-of-way for and construction of its street system.

### **Annual Deduction**

*Amended: Statutes of 1982, Chapter 681*

2107.6. The Controller shall deduct annually, from the amount apportioned pursuant to Section 2107, the amount identified as applicable to cities in the report submitted in the preceding fiscal year pursuant to Section 191, and shall transfer the amount to the State Highway Account.

### **Department Of Parks And Recreation**

*Amended: Statutes of 1992, Chapter 1121 (AB 3669)*

2107.7. (a) For each fiscal year, there shall be include in the annual Budget Bill submitted by the Governor an amount not to exceed three million four hundred thousand dollars (\$3,400,000) to be appropriated by the Legislature from the Highway Users Tax Account in the Transportation Tax Fund to the State Parks and Recreation Fund.

(b) These funds shall be appropriated to the Department of Parks and Recreation for the maintenance and repair of highways in units of the state park system.

(c) In addition, the money may be used by the Department of Parks and Recreation for construction and improvement on the highways when appropriated for such purposes by the Legislature.

(d) The highway construction and improvement shall be designed in accordance with the standards established by the Department of Parks and Recreation for state park roads, and may be carried out through service agreements with the Department of Transportation.

(e) Any increase in the amount of this appropriation shall be considered in the course of the annual budget process, which shall include review and comment by the Department of Transportation.

(f) For purposes of this section, highways in units of the state park system shall include those routes of motor vehicle travel generally open to public travel and service roads, parking areas, and roads within campgrounds. Nothing in this section shall constitute the highway as a state highway or add it to the state highway system.

### **Maintain Local Commitment**

*Added: Statutes of 1981, Chapter 2180*

2107.9. The Legislature finds and declares that it intends counties and cities to use the additional funds provided them by the act enacting this section during the 1980-81 Regular Session of the Legislature to supplement existing local revenues being used for transportation purposes.

Counties and cities are further encouraged to maintain their existing commitment of local funds for transportation purposes.

#### **Allocation To Cities In Los Angeles County**

*Added: Statutes of 1981, Chapter 2180*

2107.10. If the board of supervisors of a county with a population of more than 6,000,000 did not adopt and submit a resolution pursuant to Section 41 of the act enacting this section during the 1981-82 Regular Session of the Legislature, the increase in allocation for the county as a result of Section 2104, as amended and added by that act, shall instead be allocated to those cities in that county that adopted and submitted resolutions pursuant to Section 41.

The allocation shall be on the basis of the population used for purposes of Section 2107.

#### **Balance Transferred To State Highway Account**

*Amended: Statutes of 1979, Chapter 1065*

2108. The balance of the money in the Highway Users Tax Account in the Transportation Tax Fund, after making the apportionments or appropriations, as the case may be, pursuant to Sections 2104 to 2107.7, inclusive, shall be transferred to the State Highway Account in the State Transportation Fund for expenditure on state highways and for exclusive public mass transit guideway purposes.

#### **Pavement Management Program**

*Added: Statutes of 1989, Chapter 106 (AB 471)*

2108.1. By July 1, 1990, the City, County, State Cooperation Committee in the department shall develop and adopt a pavement management program to be utilized on local streets or highways that receive funding under the state transportation improvement program.

The pavement management program shall be transmitted to every county and city for possible adoption or incorporation into an existing pavement management program.

The City, County, State Cooperation Committee shall solicit recommendations from transportation planning agencies and any other entity the committee deems appropriate.

#### **State Highways Maintained**

*Amended: Statutes of 1980, Chapter 777*

2109. State highways shall be maintained, constructed, and improved out of the moneys received in the State Highway Account under Section 2108. Notwithstanding Section 81, the department is not required to maintain any route or portion of a route, added after January 1, 1947, until it has been laid out and constructed as a state highway.

#### **Apportionment Calculation For Several Counties**

*Amended: Statutes of 1991, Chapter 271 (SB 503)*

2110. (a) The moneys payable to the counties under subdivision (b) of Section 2104 shall be apportioned monthly among the several counties as follows:

(1) A Sum equal to the total of all reimbursable snow removal costs filed pursuant to subdivision (d) of Section 2152, or five million five hundred thousand

dollars (\$5,500,000), whichever is less, shall be apportioned in 12 approximately equal monthly apportionments for snow removal on county roads as follows:

(2) If the total is less than five million five hundred thousand dollars (\$5,500,000), the full amount of reimbursable snow removal costs shall be apportioned to the several counties in an amount equal to that computed pursuant to the report filed by each county pursuant to subdivision (d) of Section 2152.

(3) If the total is five million five hundred thousand dollars (\$5,500,000) or more for the fiscal year, the Controller shall compute percentages for the apportionment of five million five hundred thousand dollars (\$5,500,000) to the several counties in the state for snow removal on county roads, including the purchase of snow removal equipment therefor, and shall apportion the amount to the counties in the computed percentages. The percentage each county is to be apportioned during the fiscal year shall be derived by adding its reimbursable snow removal expenditures for the three preceding fiscal years as to which the Controller has received snow removal expenditure reports pursuant to Section 2152, and dividing the sum by the total amount of reimbursable snow removal expenditures by all counties in the state during those fiscal years.

(b) On or before the first day of March of each year, the Controller shall notify each county of the amount apportioned to it pursuant to this section for expenditure for snow removal on county roads during the following fiscal year.

### **Monthly Apportionments For Storm Damage On County Roads**

*Added: Statutes of 1968, Chapter 930*

2110.5. The money payable to the counties under subdivision (c) of Section 2104 shall be apportioned monthly for heavy rainfall and storm damage on county roads to the following counties in the named percentages:

Alameda.....	2.629
Amador.....	.135
Butte.....	.161
Colusa.....	.339
Contra Costa.....	10.575
Del Norte.....	.251
Fresno.....	.639
Humboldt .....	4.935
Los Angeles .....	9.913
Marin .....	3.781
Mendocino.....	2.084
Monterey.....	3.701
Napa.....	1.950
Nevada.....	.718
Orange.....	.051
Placer .....	.085
Plumas .....	.897
Riverside.....	1.185
San Benito.....	1.070
San Bernardino .....	2.609
San Francisco.....	1.016
San Diego.....	2.760

San Luis Obispo.....	5.782
Santa Barbara.....	7.661
Santa Cruz .....	12.162
Sierra .....	.333
Siskiyou .....	.814
Sonoma.....	10.238
Trinity.....	2.137
Ventura.....	8.543
Yuba .....	.846

### **Reallocations And Expenditures**

*Amended: Statutes of 1968, Chapter 1060*

2111. Apportionments from the Highway Users Tax Fund shall not be made to any incorporated city the streets of which are not public streets or which has not held an election of municipal officers within a period of 10 years preceding the date of such apportionment. Apportionments heretofore accumulated for expenditure within any such city shall be reapportioned to all other cities and cities and counties in the manner provided by Sections 2106 and 2107, respectively.

### **Use Of Patented Paving Material**

*Amended: Statutes of 1967, Chapter 1621*

2112. No money apportioned from the Highway Users Tax Fund as provided in Section 2106 or 2107 shall be used for the construction or improvement of any highway or street if the contract for such construction or improvement specifies the use of any patented or proprietary paving material, unless the contract has been awarded to the lowest responsible bidder therefor after alternate bids have been called for and opportunity afforded for bids to be submitted for nonpatented or nonproprietary paving material in competition with an equal thickness and like design of such patented or proprietary paving material. This section shall not be deemed nor construed to prohibit the use of any patented or proprietary paving material in the maintenance of any highway or street when such highway or street was constructed of such material and, in the opinion of the body, board or officer ordering such maintenance, it would be impractical to use a different paving material for such maintenance.

### **Apportionment And State Employee Immunity**

*Amended: Statutes of 1969, Chapter 344*

2113. No apportionment of money from the Highway Users Tax Fund as provided in Section 2106 or 2107 shall be made to a city unless the city has set up by ordinance a "special gas tax street improvement fund."

All apportionments of such moneys shall be deposited in the "special gas tax street improvement fund."

In making any expenditure a city shall follow the law governing it in regard to the doing of the particular type of work in cases which are not exclusively municipal affairs.

No state officer or employee shall be liable for anything done, or omitted to be done, by any city in the performance of any work.

Interest received by a city from the investment of money in its special gas tax street improvement fund shall be deposited in the fund and shall be used for street purposes.

### **Contracting For Engineering And Administrative Work**

*Amended: Statutes of 1967, Chapter 1621*

2113.5. Any city may have any or all of its engineering and administrative work with respect to city streets done by contract. If authorized by their legislative bodies, two or more cities, by agreement, may jointly exercise the power granted by this section pursuant to the provisions of Sections 6500-6513, inclusive, of the Government Code.

### **Contracts Awarded**

*Amended: Statutes of 1967, Chapter 1621*

2114. Contracts for any construction and improvement projects on city streets for which funds apportioned from the Highway Users Tax Fund as provided in Section 2106 or 2107 may be expended during any fiscal year may be awarded on and after the first day of January preceding the beginning of the fiscal year.

### **Reductions**

*Amended: Statutes of 1967, Chapter 1621*

2114.5. In the event that any sums are taken or borrowed from the Highway Users Tax Fund, to augment the General Fund, or to pay any appropriations made from the General Fund, the Controller is authorized to reduce the amounts paid from such reduced fund proportionately to the reduction in such fund, such reductions to be made up when and if such reduced fund is reimbursed from the General Fund.

### **Funds Accruing To County Or City**

*Amended: Statutes of 1967, Chapter 1621*

2115. To permit the accomplishment of major cooperative street or highway projects in their entirety, the legislative body of a county or city may authorize the Controller to accumulate moneys accruing to the county or city over a period of time from the Highway Users Tax Fund pursuant to Section 2106 or 2107.

### **Street Work Contracts**

*Amended: Statutes of 1967, Chapter 1621*

2116. Any city may contract with the department for the performance by the department of any or all street work in such city and for such purpose may transfer to the department, for deposit in the State Treasury, any moneys available for expenditure by such city for street purposes.

### **Streets And Roads Required In Connection With State-Aided School Construction**

*Amended: Statutes of 1967, Chapter 1621*

2117. Whenever a school district constructs a school building for which any apportionment is made pursuant to Chapter 6 (commencing with Section 15700) or Chapter 8 (commencing with Section 16000) of Part 10 of the Education Code, and the city or county in which the school building is situated requires the

construction of any street or road connected with the school premises on which the school building is constructed, the State Allocation Board shall review the requirement and recommend to the governing body of the city or county a plan of construction adequate to meet the needs of the school district and the safety of the public. If a different plan of improvement or improvement to higher standards than that recommended by the State Allocation Board is required by the governing body of the city or county, the additional cost thereof shall be borne by the city or county in which the school building is situated. Notwithstanding any other provision of this code or any other law limiting the purposes for which money apportioned to cities or counties from the Highway Users Tax Account in the Transportation Tax Fund may be expended, any of the money so apportioned may be expended for the construction of the streets or roads referred to in this section.

Nothing in this section requires each cost item included in any charge made pursuant to this section to be separately stated.

### **Separate Bank Account**

*Added: Statutes of 1968, Chapter 1060*

2118. When the State Controller determines it to be necessary, he may require a county or city to deposit money received from the Highway Users Tax Fund in a separate bank account.

### **Cost Of Furnishing Traffic Control Personnel**

*Amended: Statutes of 1982, Chapter 681*

2118.5. All or a portion of the cost of furnishing warranted traffic control personnel whose function is to assist students in crossing streets and highways and avoiding traffic hazards may be charged against money apportioned to cities, cities and counties, or counties from the Highway Users Tax Account in the Transportation Tax Fund. The amount charged shall not exceed the portion of money derived from the tax under the Motor Vehicle Account in the State Transportation Fund. The department may assist local agencies in establishing warrants for crossing guard protection.

### **Conditions For Payment To County Or City**

*Amended: Statutes of 1968, Chapter 1060*

2119. The State Controller shall not draw his warrant upon the Highway Users Tax Fund in favor of any county or city which has failed to establish any road or street fund as required by law, which has failed to deposit money received from the Highway Users Tax Fund in a separate bank account when required under Section 2118, which has failed, neglected or refused to file any report required by law, showing the amount of money received by such county or city from the Highway Users Tax Fund and the disposition thereof, or which has failed, neglected, or refused to restore any such moneys not expended in conformance with any law or constitutional provision. On satisfactory proof by such county or city to the State Controller of the establishment of such road or street fund, the depositing of money in a separate bank account, the filing of such report, or the restoration of the improperly expended moneys, such warrant shall be issued.

A county or city shall have a reasonable time, after notification from the State Controller, to comply with the provisions of this section.



**Deductions**

*Added: Statutes of 1947, Chapter 11*

2120. Upon the request of the board of supervisors of any county, the Controller may deduct from the apportionment to such county any amount specified in such request and pay the amount to any state department for services to be furnished in accordance with the request.

**County's Maintained Mileage Of State Highways**

*Added: Statutes of 1993, Chapter 272 (AB 301)*

2121. (a) In May of each year each county shall submit to the department any additions or exclusions from its mileage of maintained county highways, specifying the termini and mileage of each route added or excluded from its county maintained roads. The department shall either approve or disapprove each such inclusion or exclusion and in the event of a disapproval the county shall have the right to appeal as provided in Section 74. The department shall as required by the Controller certify to him or her county mileage figures. No appeal shall affect any apportionment made by the Controller pending the determination of the appeal. If, on appeal, additional mileage is allowed the county, the department shall immediately certify the corrected figure to the Controller, and the same shall be used for subsequent apportionments.

On relinquishing any state highway or portion thereof to a county, the department shall immediately certify to the Controller the mileage so relinquished and the same shall immediately be added to the county's maintained mileage of county roads for purposes of subsequent apportionments.

**Contracts Awarded After March For Next Fiscal Year Funds**

*Added: Statutes of 1957, Chapter 204*

2122. Contracts for any construction and improvement projects on county highways for which it is anticipated funds from the Highway Users Tax Fund will be available during any fiscal year may be awarded on and after the first day of March preceding the beginning of the fiscal year.

**Allocation Formula**

*Amended: Statutes of 1986, Chapter 963*

2126. (a) The money appropriated pursuant to Item 9675-101-890 of the Budget Act of 1985 (Chapter 111 of the Statutes of 1985) is hereby appropriated to the Controller for allocation to counties and cities for street and highway maintenance and reconstruction, 55 percent to the cities for allocation pursuant to subdivision (b) and 45 percent to the counties for allocation pursuant to subdivision (c).

(b) (1) The amount to be allocated to a city, including a city and county, equals the amount available for allocation to the cities pursuant to subdivision (a) times the ratio of the total allocation it received pursuant to Section 2107 over all allocations made pursuant to that section during the prior fiscal year.

(2) In the case of a city whose incorporation was effective between July 1, 1984 and October 2, 1986, inclusive, and which did not receive the equivalent of a full year allocation of funds appropriated for allocation pursuant to subdivision (a) of Section 7 of Chapter 1600 of the Statutes of 1985 or pursuant to subdivision (a) of this section, the amount calculated for allocation pursuant to subdivision (b) of

that Section 7 shall be increased by an amount which will provide the city an amount equivalent to the total allocation it would have received pursuant to subdivisions (a) and (b) of that Section 7 and subdivision (a) of this section.

(c) Fifty-five percent of the funds payable under this section to counties, including a city and county, shall be apportioned among the counties in the proportion that the number of fee-paid and exempt vehicles registered in each county bears to the total number of fee-paid and exempt vehicles which are registered in the state.

Forty-five percent of the funds payable under this section to counties, including a city and county, shall be apportioned among the counties in the proportion that the number of miles of maintained county roads in each county bears to the total number of miles of maintained county roads in the state.

(d) For purposes of this section:

(1) "Maintenance" means (A) patching and (B) overlay and sealing.

(2) "Reconstruction" does not include widening to increase the traffic capacity of a street or highway, but does include any widening of the roadway if the widening is necessary to bring the roadway width to the desirable minimum width consistent with the geometric design criteria of the department for nonfreeway 3R (reconstruction, resurfacing, and rehabilitation) projects.

(e) The Controller shall allocate the funds available for that Item 9675-101-890 within 30 days after they become available to the state.

#### **Minimum Expenditure Requirement**

*Amended: Statutes of 1991, Chapter 775 (SB 732)*

2127. (a) (1) Except in the case of a city or county which has made an election pursuant to paragraph (2) or (3) of this subdivision, in order to receive any allocation pursuant to Section 2126 or Section 7 of Chapter 1600 of the Statutes of 1985, the city or county, as the case may be, shall expend for the maintenance and reconstruction, as defined in subdivision (d) of Section 2126, of its local street and highway system during the fiscal year that it receives an allocation pursuant to Section 2126 or that Section 7 not less than its base year expenditure, excluding the allocation received pursuant to Section 2126 or that Section 7, or both, during the fiscal year.

(2) A city or county may elect to expend during the two fiscal years that it receives an allocation, a total amount which is not less than twice the amount of its base year expenditure.

(3) A city may elect to expend during the two fiscal years that it receives an allocation and the following fiscal year, a total amount which is not less than three times the amount of its base year expenditure. This paragraph shall apply only to the Cities of Bakersfield, El Segundo, Novato, Oceanside, San Mateo, San Rafael, Santa Maria, Seal Beach, and Westminster. For the purposes of this paragraph, either actual expenditures or funds encumbered by contractual obligations in the 1987-88 fiscal year shall qualify as expenditures in the year after allocations are received.

(4) Any city, except the Cities of Bakersfield, El Segundo, Novato, San Rafael, and Santa Maria, or county making an election pursuant to paragraph (2) or (3) shall so notify the Controller by December 31, 1987, and a city or county which fails to do so shall be governed by paragraph (1).

(5) Any city or county with a population of 40,000 or less which makes an election pursuant to paragraph (2) or (3) and which expends funds pursuant to that election by October 30, 1988, shall be deemed to have notified the Controller pursuant to paragraph (4).

(6) This subdivision does not apply to a city or a county, including a city which filed a notice with the Controller pursuant to subdivision (g), with a population of 10,000 or less, as most recently determined by the Department of Finance.

(b) The amount allocated to a city or a county, as the case may be, shall be expended by October 30, 1988.

(c)(1) For purposes of this section, "base year expenditure" means the amount that the city or county, as the case may be, expended for patching, overlay, and sealing, and reconstruction of its local street and highway system during the 1984-85 fiscal year, as reported to the Controller pursuant to Section 2151. Any city or county, with a population of 100,000 or less as of October 1, 1986, which filed a notice with the Controller pursuant to subdivision (g), may elect to have its "base year expenditure" determined on the basis of its 1983-84 fiscal year expenditures. A city or county making this election shall so notify the Controller by December 31, 1987, and the election shall not be available to a city or county which does not so notify the Controller.

(2) If the sum of the revenue received by a city or county during the fiscal year pursuant to Section 500 of Title 16, Section 104 (b) (2) and (6) and Sections 125 and 144 of Title 23, and Chapter 68, (commencing with Section 5121) of Title 42 of the United States Code, and from the federal Community Block Grant Program, the federal Revenue Sharing Program, and transit assistance funds from the Transportation Planning and Development Account, which was expended for the maintenance and reconstruction of its local street and highway system during the 1984-85 fiscal year, as reported to the Controller pursuant to Section 2151, is more than the sum of funds it received from those sources during any fiscal year, the base year expenditure of the city or county, as the case may be, for the fiscal year shall be reduced by the difference between the sums. For purposes of this paragraph, "revenue received" means that percentage of the project expenditures or the maximum reimbursable amount of eligible project costs as agreed upon by the federal government and the local agency for those projects eligible under this paragraph.

(d) For each fiscal year during which an allocation was made pursuant to Section 2126 or Section 7 of Chapter 1600 of the Statutes of 1985, or both, the Controller shall audit the amount each county and city expended for the maintenance and reconstruction, as defined in subdivision (d) of Section 2126, of its local street and highway system during the fiscal year. For amounts allocated to counties and cities for expenditure by October 30, 1988, the audit shall be completed by October 30, 1990.

(e)(1) If the Controller determines pursuant to subdivision (d) that a county or city, for the fiscal year, expended for the maintenance and reconstruction of its local street and highway system less than the required amount determined pursuant to subdivision (a) or (b), its allocation pursuant to Section 2104 or 2107, as the case may be, shall be reduced during the next fiscal year by the amount that its expenditure is less than the required amount, but the amount of the reduction shall not exceed the amount allocated to the city or county in each fiscal year that

the city or county received funds pursuant to Section 2126 or Section 7 of Chapter 1600 of the Statutes of 1985.

(2) Paragraph (1) does not apply to a city or county during the fiscal year in which it returns to the Controller the allocation it received pursuant to Section 2126 or that Section 7, or both. The city or county shall return the allocation plus any accrued interest within 30 days after receipt of the allocation.

(f) Any funds withheld or returned as a result of subdivision (e) shall be reallocated to the other counties and cities whose expenditure is not less than its required amount pursuant to subdivision (b) or (c) of Section 2126, as the case may be.

(g) In the case of a city or county which on or before October 1, 1986, files with the Controller a written notice declaring the inability of the city or county to comply with the matching requirement of subdivision (a), the Controller shall postpone the penalty provisions of paragraph (l) of subdivision (e) and shall not reallocate the funds, as provided for by subdivision (f), until September 1, 1987. The notice to the Controller shall contain all of the following:

(1) The amount of 1984-85 base year matching requirements as determined by the Controller's audit.

(2) The amount the local entity will fall short of the base year matching requirement.

(3) The reasons why the city or county is unable to meet the base year matching requirement.

(4) The amounts expended by the local entity on patching, overlay, sealing, and reconstruction of its street and highway system in fiscal years 1981-82, 1982-83, and 1983-84.

The Controller shall, by November 1, 1986, transmit to the Chairpersons of the Senate and Assembly Transportation Committees and the Joint Legislative Budget Committee the information submitted by counties and cities in the written notices provided for in this subdivision.

### **County Of Orange Bailout - Apportionment To Orange County Transportation Authority**

*Amended: Statutes of 1995, Chapter 748 (AB 200)*

2128. (a) Notwithstanding any other provision of this chapter, the apportionments that would be made to the County of Orange under this chapter shall be apportioned as follows:

(1) The Orange County Transportation Authority shall be paid one million nine hundred sixteen thousand six hundred sixty-seven dollars (\$1,916,667) during each calendar month commencing July 1997, and ending June 2013.

(2) All remaining apportionments shall be paid to the county at the time each apportionment would have been made to the county.

(b) Subject to subdivision (c), this section shall become operative July 1, 1997, and shall become inoperative on June 30, 2013, and as of January 1, 2014, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2014, deletes or extends the dates on which it becomes inoperative and is repealed.

(c) This section shall not take effect unless and until (1) a plan of adjustment is confirmed in Case No. SA-94-22272-JR in the United States Bankruptcy Court for Central District of California or (2) a trustee is appointed pursuant to Chapter

10 (commencing with Section 30400) of Division 3 of Title 3 of the Government Code.

\* \* \* \* \*

## CHAPTER 5. FEDERAL AID FOR SECONDARY HIGHWAYS

### **Short Title**

*Amended: Statutes of 1979, Chapter 580*

2200. This chapter may be cited as the Federal-Aid Secondary Highways Act.

### **Legislative Intent**

*Added: Statutes of 1979, Chapter 580*

2201. Various federal-aid highway acts have authorized appropriations for various programs for projects on secondary roads within this state. The purpose of this chapter is to implement such programs in this state. The commission, the department, and boards of supervisors are authorized to do all things necessary in their jurisdictions to secure such federal funds in accordance with the intent of the federal law and of this chapter.

### **Repeal Of Chapter**

*Added: Statutes of 1992, Chapter 1177 (SB 1435)*

2202. The Legislature recognizes that federal aid for secondary highways was deleted from federal law by the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240), and that a period of time is required to account for expenditures of federal funds provided for these purposes under previous federal transportation acts. This chapter shall remain in effect until the director determines that apportionments of all federal aid for secondary highways have been expended. Upon making that determination, the director shall submit a notice to that effect to the Secretary of State, and this chapter shall be repealed on January 1 following the receipt of that notice by the Secretary of State.

### **County Highway**

*Added: Statutes of 1979, Chapter 580*

2203. As used in this chapter, "county highway" means a county highway, as defined by Section 25, which is on the system of secondary and feeder roads as defined by Section 103(c) of Title 23 of the United States Code.

### **County**

*Added: Statutes of 1953, Chapter 192*

2204. As used in this chapter, "county" does not include a city and county.

### **Match Defined**

*Added: Statutes of 1953, Chapter 192*

2206. As used in this chapter, "match" means to provide for the payment of the cost of any project to the extent that such cost is not to be paid from federal funds.

**Apportionment Formula**

*Added: Statutes of 1979, Chapter 580*

2208. Funds apportioned to this state pursuant to subdivision (b) (2) of Section 104 of Title 23 of the United States Code for the Federal-Aid Secondary System shall be apportioned by the department. At least 98 percent of such funds shall be apportioned among the counties in the manner and in accordance with the formula set forth in that subdivision, except that the census figures used in making the apportionment shall be those contained in the latest available federal census.

**Exchange Funds**

*Added: Statutes of 1979, Chapter 580*

2209. If the annual apportionment to a county pursuant to Section 2208 is less than 1 percent of the total of such allocations to all counties, the county may exchange its apportionment for an equal amount of nonfederal funds in the State Highway Account in the State Transportation Fund. If the apportionment to a county is more than 3-1/2 percent of the total of such allocations to all counties, the county may exchange that portion of its apportionment in excess of the 3-1/2 percent for an equal amount of nonfederal funds in the State Highway Account. Exchange funds received by a county pursuant to this section may be used for any highway construction purpose.

**Match For Federal Funds**

*Added: Statutes of 1979, Chapter 580*

2210. From nonfederal funds in the State Highway Account in the State Transportation Fund appropriated to match the funds apportioned pursuant to Section 2308, the commission shall allocate to each county an amount, not to exceed one hundred thousand dollars (\$100,000) each fiscal year, equal to 50 percent of the amount allocated to the county pursuant to that section. The amount shall not be reduced by any exchange of funds made pursuant to Section 2209. All funds allocated pursuant to this section shall be included in the computation of compliance with the requirements of Section 188. Funds allocated pursuant to this section shall be used to match federal funds. Any excess may be used for any highway construction purpose.

**Notice Of Apportionment To County**

*Amended: Statutes of 1979, Chapter 508*

2211. The department shall notify each county, as soon as possible each year, of the amount of money to be available for expenditure in the county from the federal apportionment and of the amount of money to be made available pursuant to Section 2210.

After receiving notice of apportionment from the department, each county shall have 60 days in which to notify the department as to what amount of the apportionment the county wishes to claim and to agree to provide matching funds therefor. The counties, in cooperation with the department, shall thereafter select projects in conformance with federal law. The counties shall prepare plans, specifications, and estimates of cost for construction of the projects, and shall certify the necessary right-of-way and shall submit such documents to the department to qualify for the federal funds.

**Fund Transfer To Federal-Aid Secondary Road Project**

*Amended: Statutes of 1980, Chapter 777*

2213. By agreement with the department, a county may transfer all or part of the funds apportioned to it, and in its discretion matching funds, to a federal-aid secondary road project:

(a) In an adjoining county where the highway connects points in the two counties.

(b) In another county under such terms and conditions as are agreed upon by the department and the counties involved, including provisions relating to the reciprocal advancement of funds between the counties involved.

(c) In a city in the same county.

(d) For use with respect to a state highway in the same county or other county in the same county group as specified in Section 187. Such an expenditure of federal funds or the money apportioned by the state to match the unexpended balance of the federal aid shall not be deemed an expenditure to meet the requirements of Section 188.8

**Expenditure Of Federal-Aid Secondary Funds**

*Amended: Statutes of 1980, Chapter 777*

2214. Federal-aid secondary funds apportioned to any county under Section 2208 and not claimed or used as provided in Sections 2211 to 2213, inclusive, shall be expended on construction of projects upon the state highway system in the county group, as specified in Section 187, which includes the county from which released, to the extent that such may be done in conformity with federal law. The money apportioned by the state to match the unexpended balance of the federal aid in any county, in accordance with this section and the federal law, shall be deemed an expenditure to meet the requirements of Sections 188 and 188.8

**CHAPTER 5.1. COMBINED ROAD PLAN****Title**

*Added: Statutes of 1990, Chapter 647 (SB 2404)*

2220. This chapter shall be known and may be cited as Federal-Aid Combined Road Plan Act.

**Purpose**

*Added: Statutes of 1990, Chapter 647 (SB 2404)*

2221. The purpose of this chapter is to implement the combined road plan demonstration program, pursuant to Section 137 of the Federal-Aid Highway Act of 1987, in this state in a manner compatible and consistent with historic programming goals. The department shall establish and distribute interim guidelines to appropriate local representatives with respect to the programming and management of combined road plan apportionments. The guidelines shall not be subject to Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code.

**Administration Of Demonstration Program**

*Added: Statutes of 1990, Chapter 647 (SB 2404)*

2222. Notwithstanding Chapters 5 (commencing with Section 2200), 7 (commencing with Section 2350), and 9 commencing with Section 2400), this chapter applies to the administration of the Federal-Aid Combined Road Plan Demonstration Program as to funds appropriated under the Federal-Aid Highway Act of 1987, for the federal-aid secondary program, federal-aid urban program, and the off-system bridge, urban bridge, and secondary bridge programs.

**Apportionments**

*Added: Statutes of 1990, Chapter 647 (SB 2404)*

2223. Combined road plan apportionments received by the state under the Federal-Aid Highway Act of 1987 shall be allocated by the department to city, county, and urbanized areas consistent with procedures established under Chapters 5 (commencing with Section 2200) and 7 (commencing with Section 2350). That portion of combined road plan apportionments attributable to the federal bridge reconstruction and replacement program shall be obligated to bridge construction or other eligible use approved by the department.

**Combined Road Plan Committee**

*Added: Statutes of 1990, Chapter 647 (SB 2404)*

2224. (a) To assist the department in the performance of its duties in relation thereto, there is a statewide Combined Road Plan Committee, which consists of the following members:

(1) One urban representative of a regional transportation planning agency selected by the California Association of Councils of Governments.

(2) One rural representative of a regional transportation planning agency selected by the California Association of Councils of Governments.

(3) Two representatives of the California Transit association, one of whom shall be a representative of a rail operator, and one of whom shall be a representative of a bus operator.

(4) One representative selected by the statutorily created county transportation commissions from the Counties of Los Angeles, Orange, Riverside, and San Bernardino.

(5) Six representatives, of whom three shall be from northern California, selected by the League of California Cities.

(6) Four representatives, of whom two shall be from northern California, selected by the County Supervisors Association of California.

(7) One representative from the department, who shall serve as an ex officio member.

(8) The Regional Division Administrator of the Federal Highway Administration, or the administrator's designated representative, who shall serve as an ex officio member.

The names of the members of the committee shall be submitted to the director not later than 45 days after the date this section becomes operative.

(b) The committee shall advise the department on the administration of combined road plan apportionments and the establishment of interim guidelines



for the use of all available apportionments within the demonstration period. The interim guidelines shall include, but not be limited to, a requirement that any funds apportioned under the Federal-Aid Combined Road Plan Demonstration Program pursuant to Section 2223 which are subject to reallocation shall be, as a first priority, reallocated to another local entity within the same county. The department may delegate authority for the establishment of local area guidelines to county combined road plan committees.

**Apportioned And Allocated Excluded Section**

*Added: Statutes of 1990, Chapter 647 (SB 2404)*

2225. Section 2360 does not apply to funds apportioned and allocated under the combined road plan demonstration program.

**State Matching Funds**

*Added: Statutes of 1990, Chapter 647 (SB 2404)*

2226. For the duration of the combined road plan demonstration program, state matching funds and state exchange funds under Sections 2209 and 2210 shall continue to be made available, in the same amounts, to those agencies which received those funds in the 1988-89 fiscal year.

**Repeal Upon Notice**

*Added: Statutes of 1990, Chapter 647 (SB 2404)*

2227. This chapter shall remain operative until the director determines that the federal combined road plan demonstration program is no longer in effect. The director shall submit a notice of the determination under this section to the Secretary of State, and this chapter shall be repealed on January 1 next following the receipt of that notice by the Secretary of State.

CHAPTER 5.5. FEDERAL AID FOR METROPOLITAN  
TRANSPORTATION PLANNING

**Title**

*Added: Statutes of 1974, Chapter 1470*

2230. This chapter may be cited as the Federal Aid for Metropolitan Transportation Planning Act.

**Purpose**

*Amended: Statutes of 1980, Chapter 777*

2231. The Federal Aid Highway Act of 1973 has authorized appropriations for expenditure within urbanized areas for comprehensive transportation planning purposes. The purpose of this chapter is to implement such program in this state. The commission, the department, appropriate regional and local planning agencies, boards of supervisors, and city councils are authorized to do all things necessary in their respective jurisdictions to secure such federal funds in accordance with the intent of the federal act and of this chapter.

### **Transportation Planning And Development Account Defined**

*Amended: Statutes of 1980, Chapter 777*

2232. As used in this chapter, "Transportation Planning and Development Account" means the Transportation Planning and Development Account created in the State Transportation Fund pursuant to Section 99310 of the Public Utilities Code.

### **Apportioned Amounts**

*Amended: Statutes of 1980, Chapter 777*

2233. Amounts apportioned to the state pursuant to subsection (f) of Section 104 of Title 23 of the United States Code shall be identified in the budget of the Transportation Planning and Development Account in the State Transportation Fund. Amounts reimbursed to the state pursuant to subsection (f) of Section 104 of Title 23 of the United States Code shall be deposited in the State Highway Account and credited to the Transportation Planning and Development Account as an expense and reimbursement. All such funds apportioned to the state are continuously appropriated for allocation by the commission from the Transportation Planning and Development Account to metropolitan transportation planning organizations, as defined by federal law and regulations, to perform the metropolitan transportation planning authorized by subsection (f) of Section 104 of Title 23.

### **Operating Procedures**

*Added: Statutes of 1974, Chapter 1470*

2234. The department shall establish operating procedures and take such other action as is appropriate to comply with the provisions of this chapter and with all applicable laws, rules, and regulations.

## **CHAPTER 6. FEDERAL FUNDS FOR DEMONSTRATION PROJECTS**

### **Los Angeles Demonstration Project**

*Added: Statutes of 1983, Chapter 805*

2300. The department shall be responsible for coordinating the work necessary to carry out the Los Angeles demonstration project, as described in the financial plans adopted pursuant to Sections 307.1 and 347.1, financed with the federal funds made available by subdivision (a) of Section 131 of the Surface Transportation Assistance Act of 1982. The work shall generally be undertaken in accordance with the provisions of Chapter 7 (commencing with Section 2350), relating to urban system projects. None of the funds expended for the work of the demonstration project shall be subject to the provisions of Section 188 or 188.8.

**Prairie Creek Redwood State Park**

*Added: Statutes of 1983, Chapter 805*

2301. The department shall undertake the Prairie Creek Redwood State Park demonstration project or other projects as described in federal law in lieu of this project financed, in part, with funds made available by Section 152 of the Federal-Aid Highway Act of 1978 and Section 12 of the Federal-Aid Highway Act of 1981. The total of all funds expended to complete this project or other projects as described in federal law in lieu of this project shall not be subject to any of the provisions of Section 188 of 188.8.

**Local Interstate Transfer Projects**

*Added: Statutes of 1988, Chapter 660*

2302. In addition to the purposes allowable pursuant to Section 193, the commission may allocate State Highway Account funds available for state highway purposes to meet federally required local financial matching provisions for interstate transfer projects. If the commission allocates the funds for that purpose, the department shall expend the funds or cause them to be expended for that purpose. Funds allocated from the State Highway Account pursuant to this section shall be deemed expenditures on the state highway system for purposes of Sections 188 and 188.8. Funds shall be allocated and expended pursuant to this section only if each of the following conditions exist:

- (a) The project shall be a highway.
- (b) The highway shall directly connect with a state highway.
- (c) The highway shall be a substitute for a previously authorized interstate highway.
- (d) The amount of state funding for the substitute highway shall be less than the estimated amount of the state share of the previously authorized interstate highway, both amounts to be calculated in current dollar values.
- (e) The substitute highway project shall appear in the state transportation improvement program pursuant to Section 14529 of the Government Code.

CHAPTER 6.5. FEDERAL AID FOR HIGHWAY SAFETY  
IMPROVEMENTS

**Title**

*Added: Statutes of 1974, Chapter 1470*

2330. This chapter may be cited as the Federal Aid for Highway Safety Improvements Act.

**Purpose**

*Added: Statutes of 1974, Chapter 1470*

2331. The Highway Safety Act of 1973 (Title II of P.L. 93-87, 87 Stat. 250) has authorized appropriations for a number of programs relating to projects for the improvement of highway safety and the reduction of traffic congestion. Such programs consist of the rail-highway crossings program (Section 203 of the Highway Safety Act of 1973), the pavement marking demonstration program (Sec.

151, Title 23, U.S.C.); projects high-hazard locations (Sec. 152, Title 23, U.S.C.); program for the elimination of roadside obstacles (Sec. 153, Title 23, U.S.C.); and the federal-aid safer roads demonstration program (Sec. 405, Title 23, U.S.C.). The purpose of this chapter is to implement these programs in this state. The commission, the department, boards of supervisors, and city councils are authorized to do all things necessary in their respective jurisdictions to secure and expend such federal funds in accordance with the intent of the federal act and of this chapter.

### **Funds**

*Amended: Statutes of 1977, Chapter 1106*

2332. All funds received pursuant to these federal programs shall be deposited in the State Highway Account in the State Transportation Fund. All funds apportioned to the state for such programs are appropriated for allocation by the commission in accordance with the provisions of this chapter.

### **Annual Budget**

*Amended: Statutes of 1977, Chapter 1106*

2333. In each annual proposed budget prepared pursuant to Section 165, there shall be included an amount equal to the estimated apportionment available from the federal government for the programs described in Section 2331. The commission may allocate a portion of such funds each year for use on city streets and county roads. It is the intent of the Legislature that the commission allocate the total amount received from the federal government for all of the programs described in Section 2331 in such a manner that, over a period of five years, such funds are made available for use in approximately equal amounts on state highways and on local roads. In addition, it is the intent of the Legislature that the commission shall apportion for use, in financing the railroad grade separation program described in Section 190, a substantial portion of the funds received pursuant to the federal rail-highway crossings program. Notwithstanding any other provision of the law, the share of any railroad of the cost of maintaining railroad crossing protection facilities funded, in whole or in part, by funds described in Section 2331 shall be the same share it would be if no federal funds were involved and the crossing protection facilities were funded pursuant to an order of the Public Utilities Commission pursuant to Section 1202 of the Public Utilities Code; and in case of dispute, the Public Utilities Commission shall determine such share pursuant to this section.

### **Fund Exemptions**

*Amended: Statutes of 1980, Chapter 777*

2334. Expenditure of such funds on local streets and roads shall be exempt from the provisions of Sections 188 and 188.8.

CHAPTER 7. FEDERAL AID FOR URBAN SYSTEMS  
Article 1. General Provisions

**Title**

*Added: Statutes of 1971, Chapter 201*

2350. This chapter shall be known and may be cited as the Federal Aid for Urban Systems Act.

**State Implementation Of Federal Act**

*Amended: Statutes of 1980, Chapter 777*

2351. The Federal-Aid Highway Acts of 1970 and 1973 have authorized appropriations for expenditure on the federal-aid urban system within the designated boundaries of urban and urbanized areas for street and highway projects and for public mass transit projects, including the purchase of equipment. The purpose of this chapter is to implement such program in this state. The boards of supervisors, city councils, the department, and the commission are authorized to do all things possible in their respective jurisdictions to secure the federal funds for use on construction of county highways, city streets, and state highways, and for public mass transit projects, in accordance with the intent of the federal act and of this chapter.

**Repeal Of Chapter**

*Added: Statutes of 1992, Chapter 1177 (SB 1435)*

2352. The Legislature recognizes that federal aid for urban systems was deleted from federal law by the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240), and that a period of time is required to account for expenditures of apportionments of federal funds provided for these purposes under previous federal transportation acts. This chapter shall remain in effect until the director determines that apportionments of all federal aid for urban systems have been expended. Upon making the determination, the director shall submit a notice to that effect to the Secretary of State, and this chapter shall be repealed on the January 1 following the receipt of that notice by the Secretary of State.

Article 2. Administration

**Operating Procedures**

*Added: Statutes of 1971, Chapter 1740*

2356. The department, in cooperation with the committee, shall establish operating procedures and take such other actions as are appropriate to comply with the provisions of this chapter and with applicable laws, rules, and regulations.

**Projects Eligible For Allocations**

*Amended: Statutes of 1984, Chapter 1124*

2358. Funds apportioned to this state pursuant to subsection (b) (6) of Section 104 of Title 23 of the United States Code for federal urban system projects shall be

allocated by the commission. Projects eligible for allocation include fringe parking projects, state highway projects, local street and highway projects, and public mass transit projects. The commission shall review the long-range planning programs for the urban system, and shall review each annual program for conformance with the long-range programs.

### **Advancement Of Federal Funds Allowed**

*Amended: Statutes of 1980, Chapter 777*

2359. (a) The department may advance the federal share of each urban system project on a county road or a city street from the money appropriated by the Legislature and allocated by the commission in conformance with the requirements of this chapter.

(b) Expenditures of federal urban system funds, or federal general funds substituted therefor, shall be exempt from the provisions of Sections 188 and 188.8.

(c) Counties and cities may use any funds available to them to match funds made available to them, if the use of funds for such matching purposes is not prohibited by federal law or regulations.

### **Lapse Provisions**

*Added: Statutes of 1985, Chapter 892*

2360. Funds apportioned by the United States Secretary of Transportation to public entities in California for federal-aid urban system projects shall be obligated by the recipient public entity within three years of the year of the apportionment of the funds to the state by the secretary.

Any federal-aid urban funds that are not obligated within the three-year period shall be reappportioned by the department to other projects under terms and conditions established by the department and approved by the FAU System Advisory Committee. The public entity receiving a reappportionment shall compensate the recipient of the original apportionment in an amount equal to at least 60 percent of the amount of the reappportionment.

The director shall notify each public entity six months prior to the end of the three-year period in which the public entity is required to obligate the funds that the department intends to reappportion under this section. A public entity receiving notification may request a hearing before the FAU Systems Advisory Committee for an extension of the three-year requirement. The FAU Systems Advisory Committee may grant the public entity an extension of time in which to obligate the funds if it makes a finding that the public entity has shown that the extension is justified.

The department, in cooperation with the FAU Systems Advisory Committee, shall certify that a recipient agency will be able to expend funds based on project readiness and its ability to meet funding requirements. The department shall provide to the commission all information relating to the reallocation of federal-aid urban funds on the state highway system. The commission may amend the state transportation improvement plan to reflect changes deemed appropriate by the commission resulting from reallocations.

This section applies to federal-aid urban funds apportioned prior to January 1, 1986, but the three-year period for any funds apportioned prior to January 1, 1986, shall begin on that date.

CHAPTER 9. FEDERAL AID FOR BRIDGE  
RECONSTRUCTION AND REPLACEMENT  
Article 1. General Provisions

**Short Title**

*Added: Statutes of 1973, Chapter 587 (SB 583)*

2400. This chapter may be cited as the Bridge Reconstruction and Replacement Act.

**Legislative Findings**

*Added: Statutes of 1973, Chapter 587 (SB 583)*

2401. By the Federal-Aid Highway Act of 1970, Congress has enacted Section 144 of Title 23 of the United States Code, and has authorized appropriations thereby for expenditures under the Special Bridge Replacement Program to replace or reconstruct bridges when the state and the federal government determine that the bridge is of significant importance and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. The purpose of this chapter is to implement this program in this state. The boards of supervisors, city councils, the department, and the commission may do all things necessary and proper in their respective jurisdictions to secure the federal funds under the program for county highways, city streets, and state highways in accordance with the intent of the federal act and this chapter.

Article 2. Administration

**Bridge Inventory**

*Added: Statutes of 1973, Chapter 587 (SB 583)*

2410. The department, cities, and counties are authorized to cooperate with the federal government in any inventory of classification of bridges requested by the federal government.

**State And Local Projects Recommended**

*Added: Statutes of 1973, Chapter 587 (SB 583)*

2411. The department, after conferring with the cities and the counties, shall recommend state and local projects and take such other action within the powers conferred on it by law as to comply with this chapter as fully as applicable federal laws, rules, or regulations permit.

**Cooperative Agreements**

*Added: Statutes of 1973, Chapter 587 (SB 583)*

2412. The boards of supervisors, city councils, and the department are authorized to enter into cooperative agreements, and to do all other things necessary and proper in their respective jurisdictions, to secure federal aid under the Special Bridge Replacement Program in accordance with the intent of this chapter.

**Funds Allocated**

Amended: Statutes of 1993, Chapter 377 (SB 233)

2413. (a) The department may allocate to the counties and the cities federal funds received for approved bridge reconstruction or replacement projects on county roads or city streets in accordance with procedures promulgated by the director in cooperation with the counties and the cities and approved by the commission.

(b) The cities and counties may use any funds available to them to match funds made available to them under this chapter, if the use of funds for such matching purposes is not prohibited by federal law. "Match," as used in this chapter, means to provide for the payment of the cost of any project to the extent that such cost is not to be reimbursed from federal funds.

**Bridge Replacement Standards**

Added: Statutes of 1982, Chapter 1240 (AB 2468)

2414. (a) The Legislature finds and declares that it is in the state's vital interest to participate fully in the federal highway bridge replacement program.

(b) The department shall, with its available resources, expedite bridge replacement projects in order that federal funds be used to full advantage as soon as they become available.

(c) The commission, in allocating funds, and the department, in expending funds, for bridge replacement projects, shall follow federal design standards so that the projects will be eligible for federal funds, except that this subdivision shall not apply to a project if the commission finds by resolution, after a public hearing, that application of the federal design standards would adversely affect public health or safety or would significantly increase the cost of the project to the state.

(d) Nothing in this section shall affect the authority of the department to negotiate with the appropriate federal agency for the purpose of gaining approval of a project.

\* \* \* \* \*

**CHAPTER 16. STATE-LOCAL TRANSPORTATION PARTNERSHIP PROGRAM****Legislative Intent**

Amended: Statutes of 1989, Chapter 105 (SB 300)

2600. (a) It is the intent of the Legislature to initiate a new state-local partnership for financing transportation improvement projects. Locally funded and constructed highway and exclusive public mass transit guideway projects will provide economic and transportation benefits for the state and, therefore, it is appropriate to provide state matching funds for these projects.

(b) The state-local transportation partnership program is hereby created to carry out the intent of subdivision (a). The Legislature intends to appropriate a total of three hundred million dollars (\$300,000,000) for the 1990-91 fiscal year and two hundred million dollars (\$200,000,000) each fiscal year thereafter to implement this program.



**Definitions**

*Amended: Statutes of 1989, Chapter 105 (SB 300)*

2601. For purposes of this chapter:

(a) "Applicant" means a city, a county, or any local entity that is authorized to impose taxes or fees and that has responsibility for constructing highways or exclusive public mass transit guideways.

(b) "Eligible project" means a local road, a state highway, or an exclusive public mass transit guideway improvement project that meets all of the following conditions:

(1) Upon completion of the project, it would constitute a usable segment that would increase the capacity of the highway or guideway or would extend service to new areas, or, in the case of a local road rehabilitation project, it would extend the useful life of the roadway by at least 10 years.

(2) The applicant has committed, or is capable of committing, to pay the local share from its local fund to complete the project.

(3) The project is not receiving any other state funds.

(4) The applicant has completed, or is capable of completing, all project development work so that the contracts for the project can be awarded within two years of the date that the project was submitted to the department pursuant to subdivision (a) of Section 2602.

(5) Improvements to state highways are consistent with state and federal standards, are designed to minimize long-term maintenance costs, and are approved by the department.

(c) "Local share" means the total cost of completing the project, less any state matching funds applied for through this partnership program and any federal funds.

(e) "State share" means the amount of state funds applied for and in no case shall it exceed local share. The state share is not subject to the requirements of Sections 188 and 188.8.

**Procedures**

*Amended: Statutes of 1996, Chapter 465 (AB 2090)*

*[Report required: Statutes of 1996 Chapter 970 (AB 116)]*

2602. The state-local transportation partnership program shall be implemented by the department and the applicants under the following procedures:

(a) Applicants shall submit applications for eligible projects to the department not later than June 30.

(b) The department shall review the applications for consistency with the requirements of this chapter and shall compile a preliminary list of all eligible projects not later than September 30 of the year in which the application was submitted.

(c) (1) If the total state share for eligible projects exceeds the amount specified in the Governor's proposed budget, the department shall compute the preliminary pro rata share of state funds to be available so that each eligible project would receive the same ratio of state share to local share. Not later than April 1 of the following year, the department shall advise the applicants of the preliminary pro rata share of state funds to be available.

(2) Not later than June 15 of the following year, each applicant shall inform the department whether or not it can proceed with the project with the lower state share and meet the project development completion requirements specified in paragraph (4) of subdivision (b) of Section 2601.

(3) Upon the enactment of the annual Budget Act, the department shall compile a new list of eligible projects consisting of those projects that were included in the original list that the applicant has indicated it can proceed with a lower state share and for which the applicant has indicated it can still meet the delivery requirements pursuant to paragraph (4) of subdivision (b) of Section 2601.

(4) Based on the amount of the appropriation contained in the annual Budget Act, the department shall compute the final pro rata state share so that each project on the new list would receive the same ratio of state share to local share.

(5) Within 30 days of the enactment of the annual Budget Act, the department shall report to the Legislature on the projects being funded through this program and the ratio of state share to local share.

(d) The Legislature intends to appropriate two hundred fifty million dollars (\$250,000,000) by June 30, 1990, two hundred fifty million dollars (\$250,000,000) by June 30, 1991, and two hundred million dollars (\$200,000,000) by June 30 of each year thereafter for this program.

(e) Construction contracts for projects on the eligibility list established pursuant to subdivision (b) or (c) shall be let not later than June 30 of the fiscal year for which funds are appropriated pursuant to subdivision (d).

(f) Beginning with projects funded through appropriations made by the Budget Act of 1992, applications shall not be accepted for any project within the boundaries of a project subject to, but for which contracts were not let in accordance with, subdivision (e), for a period of three fiscal years following the fiscal year in which the applicant's notification of intent to proceed under paragraph (2) of subdivision (c) was submitted.

(g) The funds appropriated shall be expended not later than June 30 of the fourth year following the appropriation.

(h) Notwithstanding subdivisions (e) and (f), any project in Orange County for which a construction contract would otherwise have been required to be let by June 30, 1995, may be let until, but not later than, June 30, 1996.

(i) Notwithstanding subdivisions (e) (f), any project in Santa Barbara County for which a construction contract would otherwise have been required to be let by June 30, 1995, may be let until, but not later than, December 31, 1996.

(j) The Lakeville Highway widening project (State Route 116 from Caulfield Lane to the Petaluma city limit), and the Mare Island Way/Wilson Avenue Cycle 6 improvement project in the City of Vallejo, for which a construction contract would otherwise have been required to be let by June 30, 1996, may be let until, but not later than, June 30, 1997.

## **Funding**

*Added: Statutes of 1990, Chapter 627 (SB 2829)*

2602.1. Notwithstanding Section 2602, for the 1990-91 fiscal year only, funding for the state-local transportation partnership program shall be implemented as follows:

(a) Any project which was included in the list of eligible projects compiled by the department as of April 1, 1990, may be withdrawn by the applicant for funding

during the 1990-91 fiscal year and resubmitted not later than July 31, 1990, for funding in the 1991-92 fiscal year.

(b) The department shall recompute the pro rata share of state funding for projects that remain on the list on August 1, 1990, based upon the amount appropriated for the program for the 1990-91 fiscal year, so that each eligible project will receive the same ratio of state share to local share.

(c) Not later than September 1, 1990, the department shall notify the Legislature of the ratio of state share to local share computed pursuant to subdivision (b).

(d) With respect to any project which was withdrawn and resubmitted by July 31, 1990, pursuant to subdivision (a), the department shall, as nearly as possible, administer and implement the program for the 1990-91 fiscal year in accordance with the procedure prescribed by this section, as if this section had been in effect on that date.

\* \* \* \* \*

# VEHICLE CODE

## DIVISION 3. REGISTRATION OF VEHICLES AND CERTIFICATES OF TITLE

### CHAPTER 6. REGISTRATION AND WEIGHT FEES

#### Article 3. Weight Fees

#### **Weight Fee Rates Applicable January 1, 1995**

*Added: Chapter 106, Statutes of 1989 (AB 471)*

9400. In addition to any other registration fee, there shall be paid the fees set forth in this section for the registration of commercial vehicles. Whenever a camper is temporarily attached to a motor vehicle designed to transport property, the motor vehicle shall be subject to the fees imposed by this section. The camper shall be deemed to be a load, and fees imposed by this section upon the motor vehicle shall be based upon the unladen weight of the motor vehicle, exclusive of the camper.

(a) For any electric vehicle designed, used, or maintained as described in this section, fees shall be paid for registration according to the following schedule:

<u>Unladen Weight</u>	<u>Fee</u>	
Less than 6,000 lbs .....		\$87
6,000 lbs. or more but less than 10,000 lbs.....	266	
10,000 lbs. or more.....		358

(b) For any motor vehicle having not more than two axles and designed, used, or maintained as described in this Section, other than an electric vehicle, fees shall be paid for registration according to the following schedule:

<u>Unladen Weight</u>	<u>Fee</u>	
Less than 3,000 lbs.....		\$8
3,000 lbs. to and including 4,000 lbs.....	24	
4,001 lbs. to and including 5,000 lbs.....	80	
5,001 lbs. to and including 6,000 lbs.....	154	
6,001 lbs. to and including 7,000 lbs.....	204	
7,001 lbs. to and including 8,000 lbs.....	257	
8,001 lbs. to and including 9,000 lbs.....	308	
9,001 lbs. to and including 10,000 lbs .....	360	
10,001 lbs. to and including 11,000 lbs.....	409	
11,001 lbs. to and including 12,000 lbs.....	462	
12,001 lbs. to and including 13,000 lbs.....	513	
13,001 lbs. to and including 14,000 lbs.....	563	
14,001 lbs. and over.....	616	

(c) For any motor vehicle having three or more axles, or for any trailer, semitrailer, pole or pipe dolly, logging dolly, or other dolly designed, used, or maintained as described in this section, other than an electric vehicle, fees shall be paid for registration according to the following schedule:

<u>Unladen Weight</u>	<u>Fee</u>
2,000 lbs. to and including 3,000 lbs.....	\$43

3,001 lbs. to and including 4,000 lbs.....	77
4,001 lbs. to and including 5,000 lbs.....	154
5,001 lbs. to and including 6,000 lbs.....	231
6,001 lbs. to and including 7,000 lbs.....	308
7,001 lbs. to and including 8,000 lbs.....	385
8,001 lbs. to and including 9,000 lbs.....	462
9,001 lbs. to and including 10,000 lbs .....	539
10,001 lbs. to and including 11,000 lbs.....	693
12,001 lbs. to and including 13,000 lbs.....	770
13,001 lbs. to and including 14,000 lbs.....	847
14,001 lbs. to and including 15,000 lbs.....	924
15,001 lbs. and over.....	1,016

(d) This section shall not be applicable to any vehicle which is operated or moved over the highway exclusively for the purpose of historical exhibition or other similar noncommercial purpose.

(e) The fee changes effected by this section apply to (1) initial or original registration on or after January 1, 1995, of any commercial vehicle never before registered in this state and (2) to renewal of registration of any commercial vehicle whose registration expired on or after January 1, 1995.

(f) This section shall become operative on July 1, 1994.

### **Restricted Operating Hours**

*Added: Statutes of 1989, Chapter 1337 (SB 286)*

9400.7. Notwithstanding any other provision of law, except for restriction in existence on June 1, 1989, and except as provided in subdivision (d), so long as any increases in the weight fees required by Section 9400, as enacted by Assembly Bill 471 of the 1989-90 Regular Session, remain in effect, no local agency located within an urbanized area within a county which is required to prepare a congestion management plan pursuant to Section 65089 of the Government Code may restrict the hours of operation on any street or highway which is otherwise open to truck use unless the local agency determines that the restriction is consistent with the adopted congestion management plan and is coordinated with adjacent local agencies so as to not unreasonably interfere with truck operation.

(b) If an inconsistency in access occurs between cities and counties, the inconsistent access provisions of the congestion management plan may be appealed to the California Transportation Commission. The commission shall review the inconsistent access plan and make a finding within 90 days of the appeal being filed. If the commission fails to make a finding within 90 days, the Director of Transportation shall review the issue and make a finding within 30 days.

(c) The access provisions of the congestion management plan shall not go into effect while an appeal is being made. If the commission makes a finding of inconsistency, the access provisions of the congestion management plan shall not become operative.

(d) (1) This section does not apply to Los Angeles County if the City of Los Angeles establishes restrictions on the hours of operation on any street or highway which is otherwise open to truck use.

(2) If the City of Los Angeles establishes restrictions under paragraph (1) and any other city in the County of Los Angeles establishes restrictions on the hours of operation on any street or highway which is otherwise open to truck use, the restrictions in that other city shall conform to the restrictions imposed by the City of Los Angeles, except that the other city may appeal nonconforming restrictions to the commission pursuant to subdivision (b) for a determination as to whether a variance from this paragraph should be granted.

(3) The Legislature finds and declares that, because of unique and special traffic congestion problems in the County of Los Angeles and in the City of Los Angeles, the general provisions of this section cannot be made applicable to that county.

### **Use Of Street Privileges**

*Added: Statutes of 1989, Chapter 1337 (SB 286)*

9400.8. Notwithstanding any other provision of law, if the voters approve Senate Constitutional Amendment 1 of the 1989-90 Regular Session, no local agency may impose a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for extra legal loads, after December 31, 1990, unless the local agency had imposed the fee prior to June 1, 1989.

### **Pre-1937 Model Vehicles Exempt From Payment**

*Added: Statutes of 1980, Chapter 622*

9401. (a) Motor vehicles manufactured in or prior to 1936, are exempted from the payment of the weight fees provided for in Section 9400.

(b) Notwithstanding subdivision (a), any person who owns and operates a commercial vehicle manufactured in or prior to 1936 which is registered to such person, may pay the appropriate weight fees, and the department shall issue license plates of the same type as are issued to vehicles which are required to pay weight fees for such vehicles.

### **Station Wagons**

*Amended: Statutes of 1975, Chapter 531*

9404. (a) Station wagons, except those used in the transportation of passengers for hire, are exempted from the payment of weight fees provided for in Section 9400.

Any provision of this code notwithstanding, any person, (1) who is bona fide engaged in a business, and who owns and operates a station wagon which is registered in the name of such business, or (2) who is bona fide engaged in a business as an employee and who is required by such employment to own and operate a station wagon, which is registered to such person, may pay the appropriate weight fees, and the department shall issue license plates of the same type as are issued to vehicles which are required to pay weight fees.

(b) For purposes of this section, "engaged in a business" means engaged in a bona fide trade, business, commerce, or in a profession in which the measurement of land, construction quantities, or the dimension of structures, is a function authorized to be performed by the license issued for such profession, but does not include being engaged in any other type of profession.

**Agricultural Water-Well Boring Rigs**

*Added: Statutes of 1959, Chapter 3*

9405. Agricultural water-well boring rigs are exempt from the fees provided in Section 9400.

**Vehicle Alterations Or Additions**

*Added: Statutes of 1959, Chapter 3*

9406. Alterations or additions to registered vehicles for which fees have been paid under Section 9400 placing the vehicles in weight fee classifications under Section 9400 greater than the weight fees previously paid shall be reported to the department and at the same time the difference between the weight fee previously paid, reduced as provided in Section 9407, and the greater weight fee, reduced as provided in Section 9407, shall be paid to the department upon the operation of the vehicles in the greater weight fee classification under Section 9400.

**Proportionately Reduced Fees**

*Amended: Statutes of 1992, Chapter 1243 (AB 3090)*

9407. The fee required under Section 9400 shall be reduced proportionately for each month which has elapsed since the expiration of the last issued registration certificate if either of the following applies:

(a) Application for registration is made after the first month of any registration year and a certification was filed pursuant to subdivision (a) of Section 4604.

(b) Application for registration of a vehicle registered on a partial year basis is made after the first month following expiration and a certification was filed pursuant to subdivision (b) of Section 9706.

**Credit For Fees Paid**

*Added: Statutes of 1959, Chapter 3*

9408. (a) Whenever any registered commercial vehicle for which fees have been paid under Section 9400 is withdrawn from service in this State before the expiration of the registration, the owner may surrender the registration card and license plates previously issued for the vehicle to the department and, within 90 days of the time of withdrawal, make application for the registration of another commercial vehicle which is subject to the fees specified in Section 9400.

(b) In such event and upon a proper showing of the facts, the department upon determining the fees payable under this division shall allow as credit thereon the unexpired portion, as of the month of the application, of the fee paid under Section 9400 for the previous registration, but, in addition to fees otherwise payable under this division less any such credit, shall charge and collect an additional fee of two dollars (\$2) for issuance of such new registration.

**Forklift Trucks**

*Added: Statutes of 1963, Chapter 1395*

9409. Any forklift truck which is designed primarily for loading and unloading and for stacking materials and is operated or drawn along a highway unladen is exempt from the provisions of Section 9400.

**Disabled Person's Exemption**

*Amended: Statutes of 1992, Chapter 1243 (AB 3090)*

9410. (a) One commercial vehicle weighing less than 6001 pounds unladen, which displays the distinguishing license plate designated in, and is registered to a person who qualifies for the exemption provided by, Section 22511.5, or one commercial vehicle weighing less than 6001 pounds unladen, which is not registered to a disabled person who qualifies for that exemption but which has been assigned and displays a distinguishing license plate and is used primarily for the transportation of the disabled person, is exempt from the weight fees provided for in Section 9400.

(b) A commercial vehicle displaying a distinguishing placard pursuant to Section 22511.5 is not exempt from weight fees.



## **INTERNET ACCESS TO STATUTE INFORMATION**

### **Transportation Programming Statutes Book**

One of the primary functions of Transportation Programming is to publish various programming documents that record and monitor the commitment of available transportation funds for specific transportation programs. The intent of which it is to plan for and develop an integrated, multimodal, safe, efficient and cost effective statewide transportation system. These programming documents are required by statute for reporting to state and federal entities.

The "Statutes Related To Programming And Funding Of Transportation Projects" is an auxiliary tool that is meant to provide easy access to current relevant statutes. This Programming Statutes Book is updated annually and can be found the Internet. The address is: <http://www.dot.ca.gov/hq/TransPrg/Reports.htm>

### **California Codes**

California Law consists of 29 codes, which covers the State Constitution and Statutes. As defined, California Statutes are bills that have been chaptered by the Secretary of State after the bill has passed through both houses of the Legislature and has been signed by the Governor or becomes law without the Governor's signature.

The Legislative Counsel of California is required by law to maintain the World Wide Web (WWW) site where the complete California Codes are located. The address is: <http://leginfo.public.ca.gov/calaw.html>

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